VOLUME IV NUMBER 12

April 6, 1967

CYLLY CYCLE NEWS

ANNUAL APRIL FOLLY ISSUE

HERE IT COMES, READY OR NUT!

This is the time of year that officially marks the opening of the Silly Season, April 1, All Fools Day, and in keeping with the spirit of laughter, we present a mostly-nonsense issue of Cycle News. The Cylly Cycle News staff certainly wishes that no one will feel that they are being laughed *at* and that everyone will join and laugh *with* us.

With desert rapidly dwindling, Calif. campsters have gone farther out in search of open space
Photo by Dennis Greene and Explorer II.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

SECOND CLASS MAIL

REAL CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

ALL ROADS LEAD
OILED SURFACE TT TRACK

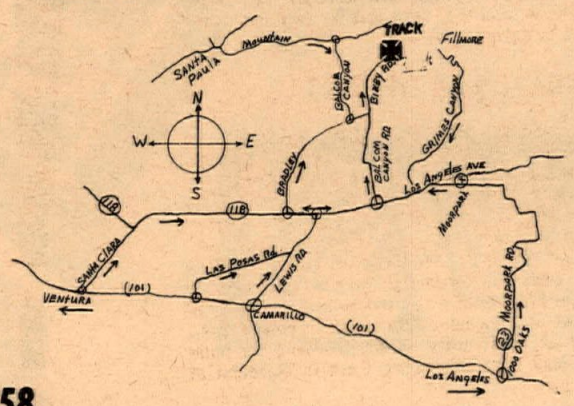
BAY MARE

CLUBS INVITED
LOWER RATES THAN ANY OTHER TRACK

COME
HAVE FUN
TT Scrambles

APRIL 2

For info
Phone (895) 642-7158



CLIP OUT AND SAVE

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

SATURDAY, APRIL 1, 1967

TT STEEPLECHASE, Ascot Park, 183rd & Vermont, Gardena. First professional AMA night TT race of the season, promoted by J.C. Agajanian. Novice, Amateur, Expert — first race 8:15 p.m.

ROAD RACING SCHOOL, at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. & San Fernando Rd.). Street bikes preferably, 9:00 a.m. start, $10 per student. For information call (213) 785-2421.

SAT. & SUN. APRIL 1 & 2nd.

13th ANNUAL NORTHWEST TT CHAMPIONSHIP by the Owyhee Motorcycle Club of Boise, Idaho. Saturday: Novice qualify and time trials 9 am., Sunday: Ex. & Am. time trials 11 am, race 1 pm. Owyhee M.C., Box 733, Boise, Idaho 83701.

SUNDAY, APRIL 2, 1967

BUFFALO FEED, Calico Ghost Town, tickets available from Dave Mason—Pasadena, Ed Kretz—Monterey Park, Skip Fordyce—Riverside. All tickets purchased prior to meet, limited amount of meat. Drop in to the dealer nearest you and get set for a day of fun. Calico directions: Interstate 15 from San Bernardino to Calico Ghost Town Road (sign on mt.), 5 miles east of Barstow.

EUROPEAN SCRAMBLES, 3 separate one-hour races at Deadman's Point. Trail bikes 10:00 a.m., small bikes 11:15 a.m., big bikes 12:30 p.m. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to intersection of Hwy. 18 in Apple Valley. Genuine old Western village, restaurant, saloon, dance to Western band all afternoon. Entry $3.00, pie plates okay, trophies to 40% of entries, no association affiliation required. Excellent campgrounds and picnic area, course 100% visible to spectators.

POKER RUN, at Vallejo, third annual Navy City M.C. run. Coffee & donuts at start, $1.25 per rider, 7 trophies. Signup at Bettencourt's M/C Shop, 420 Marin St., Vallejo, 10-11:00 a.m.

THIS SUNDAY APRIL 2

SEE DIRECTIONS ON THIS PAGE

MOTOXCROSS

ACA SILVER CUP
(4th in the Series)

SCRAMBLES at California Fairgrounds in Hayfork. Shasta M.C. sponsored, AMA sanctioned. Signup 10:00 a.m., first race 1:00 p.m. $1.50 to ride or watch. Fast track. For info. contact Roger Morton, (916) 243-4419.

HARE SCRAMBLES at Reno Nevada. Sponsored by Nevada Trail Blazers M.C., AMA sanctioned. Four laps with 18 miles per lap. Practice permitted. Entry fee $2.00. Signup 9-11:30 a.m. Race starts at noon. Limed from intersection of Interstate 80 and Hwy 395. Course is located on 395 north. Just follow the lime from Reno. Rain or shine event!

TIMED RELAY RACES, sponsored by Lightweights Inc. M.C. Entries close at 10:30 a.m., racing at 11:00 a.m. One race 2 hours long. Helmets required. One bike, one rider or 2 bikes and 2 riders. Largest displacement of a single bike entry is 125cc. For a two bike entry (team) not over 200cc's combined. Donation: single $2.50, double $4.00. Fun event, lots of riding and ladies welcome. Location: Canyon Crest area, Riverside. Markers will be posted. For further info phone (213) 865-6489.

TT SCRAMBLES, at Bay Mare. Small bikes 9:00 a.m., Big bikes at Noon. Directions: Ventura Fwy. to Moorpark Rd. in Thousand Oaks. North to Hwy 118, left to Balcome Canyon Rd. For further info call 642-8458 or 642-2158 Eve.

HARE SCRAMBLES, limed from Bakersfield Speedway, AMA sanct. 11:00 a.m. Entry fee, $3.00, six bikes make a class. Refreshments will be served. For further info call 831-2121.

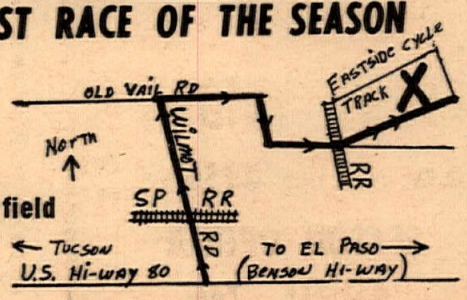
TT SCRAMBLES, sponsored by the Silver City Scramblers M.C. at Sun[illegible]e Raceway in Las Vegas. Pick up [illegible] the Showboat Hotel and follow [illegible]egas Valley Dr. Turn east to t[illegible] CANCELLED [illegible]ctice 10:00 a.m., race at noon. Entry [illegible].25, AMA-sanctioned. Good chance to tune up for the "Big One" on April 23.

TT IN TUCSON
EASTSIDE CYCLE PARK
"JUST FOR FUN, TRY TUCSON!"

SUNDAY
April 9
ARIZONA
Calif. & Nevada riders welcome
TT
PLUS WHEELIE CONTEST

Drive or ride out Highway 80 (east) to Wilmot, turn left to 1/2*MILE GRADED & OILED COURSE WITH 3 JUMPS & FUN

LAST RACE OF THE SEASON



Refreshments, facilities, landing field overnight camping

"A REALLY GREAT TRACK"

WANTED: HIGHBARS TYPE, to compete with clip-on type. Short circuit road racers to be held at Whiteman Stadium, AFM sanctioned at San Fernando road and Osborne road right off the Golden State Frwy. Sunday action starts 12 noon.

POKER RUN, for all dirt riders, trail riders and brush hoppers, at Ballinger Canyon (2½ miles off Hwy. 33, 45 miles north of Ojai). Presented by Ridge Riders Trail Club, contact Bob Dokes, 149 Apricot St., Oak View, Calif. for more info. Phone 649-1960. Riders meeting 9:30 a.m., donation $2.25, spark arrestor required. Approx. 45 miles of jeep trails, deer trails, bike trails and no trails. If under 21, guardian's signature required. Bikes above 250cc start at 10:00 a.m., under-250s at 10:30. Dry camp, bring water.

SCRAMBLES, at Salinas Ramblers club grounds, AMA sanctioned, no machines under 200cc. Dist. 36 rules, practice & signup 9:00 a.m., signup closes 11:00 a.m. Rain or shine, $1.50 to ride or watch. Man Miles trophy. For more info, contact Bob Wayman, 324 N. Main St., Salinas.

A.C.A. 4th Event SILVER CUP MOTO CROSS, sign in by first moto 10 am. Each rider will ride in three events. Amateur all classes plus 250cc and 500cc Profession class. Trophies knobby traction, 2 brakes, 3 nbr plates. At Castaic Park located North of Los Angeles on Hwy 99, ½ mile past Honor Farm. Turn left and go west on Hasley Canyon Road 5 miles to track.

7th ANNUAL SHAMROCKS ENDURO, 3 loops 125 miles total. Start 9:01 am. 15 miles No. of Mojave on Hwy 14. Start, lunch & finish at Cincos Restaurant Trail bikes easy 45 miles (1 loop). Under 100cc new riders invited. Muffler & Lic. recommended. Mail entry $3 to Tom Center, 7735 Kyle St., Tujunga, Calif. 91042. Deadline March 27. Post entry $4. Drawing for numbers Mar. 29th. at Sunland Park in Sunland 8:30 p.m.

SO. CALIF. TRIALS at the Canyon Crest Area of Riverside. It will be limed from the Central Ave. Turnoff of the Riverside Freewy. This will be a Scottish Time Trials. You will be timed as you leave the starting point until you return. These points lost on time will be added to the points lost in the section. Starting time 10 am. Overnight camping.

HARE SCRAMBLES, presented by Jack Ross at Ponderosa. 2-13 mile loops, all classes. Start 10 am. Riders meet 9:45 am. 15 miles East of Lancaster on Ave. "J" Trophies to 50% of entry. New souvenir pins to all entries. No affiliation required—Entry $3.00 pie plate number ok. Trophy presentation after race at 12:30 pm. For information call (805) 942-0838 Rain, shine or snow.

APRIL 6, 7, 8, 9th.

MOTORCYCLE SHOW, Westernationals, at the Great Western Exhibit Center. Sponsored by Pacific Coasters M.C. Each entrant receives 3-foot participation trophy, club displays especially welcome ($10 to treasury of each club participating). No entry fee. Separate classes for dress and chopper bikes. Entry blanks and further info from John Stoner, 1418 E. 7th St., National City, Calif., phone (714) 474-4372.

MOTORCYCLE SHOW, International Sport Cycle Exposition, at Shrine Exposition Hall, three classes—Competition, Custom, Antique. Trophies & placques in each class. Deadline for entries March 31; for more info and entry forms call or write A.M.S.A., 8272 Sunset Blvd., Los Angeles, (213) 656-8440.

FRIDAY, APRIL 7th, 1967

AMA CLASS C HALF-MILE, Ascot Park season opener, 183rd & Vermont, Gardena. Every Friday night through November; Novice, Amateur, Expert; first race 8:15 p.m.

SATURDAY, APRIL 8th, 1967

TT CYCLE RACE, at San Gabriel Valley Speedway, AMA-sanctioned, two jumps, gates open 6:00 p.m., first race 8:00 p.m. Rivergrade Road, 3 miles north of San Bernardino Fwy. Admission $2.50, Juniors $1.00, under 8 free. Free parking. Call 962-6217 for further info.

SUNDAY, APRIL 9, 1967

PACIFIC SO.-WEST CHAMPIONSHIP HARE & HOUND, by the Victors M/C. ABC TV wide World of Sports will film the race, the biggest H&H since Big Bear. Limed from Lucerne, 2 45 mile loops. One loop and separate start for trail bikes. LeMans Type start at 10 am. Bring a stand or something to hold machine upright as no pit crews will be allowed to hold bikes for dead engine start. Signup starts at 12 noon. Sat. April 8th.

TT SCRAMBLES, Capitol City Motorcycle Clubs. 12th Annual at Helvetia Park, Sacramento, Calif. located just off the Sacramento river on the road to Woodland. All Classes, practice starts at 8 am, AMA sanctioned.

SPORTSMAN SCRAMBLES at Helvetia Park, Sacramento, located six miles west of Sacramento on Highway 16. Gates open 8:00 A.M., practice 9:00 A.M., racing starts at noon. All classes, entry $1.50. Lots of trophies, including a man miles.

CROSS COUNTRY TRIALS, starting point & parking area at bottom of Old Mill Road in Purisima Canyon. Lancers M.C. sponsored. Classes: 0-100cc and 101cc and up. Novice, Amateur and Expert. Men and Women. International point system used. Bikes must be legal daylight road machines with number plate on front and helmet. Signup 9:00 a.m. Course opens 11:00 a.m. One rider per minute. 60 mile course, two thirty mile laps. 30 observed sections. Entry $2.00.

HILL CLIMB at Madrone, limed from Hwy. 101 to course. Located at Lovelace Ranch, Willow Springs Rd. Sponsored by Los Gatos M.C., AMA sanctioned. Signup 8:30 to 11:00. All classes, men only. $1.50 ride or watch. Good trophies and refreshments.

TT SCRAMBLES, at Eastside Cycle Park near Tucson, Ariz. Last race for the season, summer weather coming. Call EA 7-6902 for info. Wheelie contest. Calif. and Ariz. riders welcome.

HARE AND HOUND, limed from Avenal. Starts at 11:00 a.m., entry fee $2.00. Sponsored by Visalia Ramblers M.C., call Dwain at (209) 734-8622 for more details.

TT SCRAMBLES, Los Padres M.C. at Bay Mare, AMA sanctioned. Small bikes at 9:00 a.m., big bikes at Noon. New surface, new management. Take Ventura Fwy to Moorpark Rd. in 1000 Oaks, north to Hwy. 118, left to Balcome Canyon Rd.

TINY BEAR WARMUP, presented by American Fifty Assn., limited to trail bikes only (0-120cc). There will be five 8-mile loops. Take Hwy. 66 to Summit Inn, top of Cajon Pass. Turn north at Oak Hill Rd., limed from there. Shaded spectator area, lunch truck and johns. Entry $2.50, start 11:00 a.m., rain or shine.

NORTH-SOUTH CHALLENGE TRIAL by Lancers MC on April 9th starting at the parking area at the bottom of Old Mill Road (Higgins Creek Road) in Purissima Canyon, limed south from Half Moon Bay on Highway #1. Sign up 9 a.m., first rider out 11 a.m., course closes four hours after last rider out. Some road miles, so be equipped. Thirty mile course, fifteen observed sections per lap. Helmets mandatory. International Point System (1,2,3,-5).

TT SCRAMBLES, sponsored by Vegas Valley M.C. 4 miles south of the Tropicana Hotel on the old Los Angeles highway. Practice 11:00, race at Noon. AMA sanctioned — class "C" traction.

POKER RUN, 1st annual by No. Calif. Honda Owners Assn. AMA sanctioned, $1.00 entry. Signup 9-11:00 a.m., finish 3:00 p.m. Start Foster Freeze, 2761 Castro Valley Blvd., Castro Valley, Calif. Come and enjoy this beautiful scenic trip. Six trophies — 4 high hand, 1 lo-ball, 1 18-inch Man Miles. For info call George Kelly (415) 581-4758.

TT SCRAMBLES, Dist. 37 Championship presented by Gripsters M.C. at Elsinore. Small bikes 8:00 a.m., Am/Ex big bikes at 12:00 noon, Novice big bikes 2:30 p.m. Championship caliber trophies presented at track, race souvenir free to all riders and spectators. Gate donation $1.25, rider entry fee $2.00. Note: (Only Dist. 37 championship for scrambles this year.) Just off Hwy 71 East of Perris turnoff.

SUNDAY, APRIL 16th, 1967

ACA NATIONAL POINTS ROAD RACE, Willow Springs Raceway, all GP and Production classes, 50cc through 1000cc, practice 9:00-12:00, first event 12:30 p.m. Track located west of town of Rosamond, Calif. Turn left at only signal in town.

TT SCRAMBLES, at Mesa. Practice 9:00 am., first race at noon. Gear tall for the 5/8-mile dirt course. Directions: Interstate 5 to Main St., Chula Vista, then 5 miles on Main to Brown Field. Follow signs to the track. AMA sanctioned.

PRO. ROAD RACES, Las Vegas, Nevada. Stardust Raceway. AFM Sanctioned, National Points race. $1,000.00 (or 40% of gate) to G.P.; Trophies and prizes to Production classes (3 make a class). Mail entry, $8.00 GP, $5.00 prod, 2nd cycle $1.00. At track entry $2.00 add. Practice at 9 a.m. Race 1 p.m. Presented by the AFM Chapters, full details on entry blank. Contact A.F.M. 3689 Florrie St., Las Vegas; Box 213, North Hollywood; 703 Second St., San Francisco, Calif.

TUESDAY, APRIL 18th, 1967

SHORT TRACK RACING, (Sportsman) At new Trojan Speedway in So. Gate. AMA sanctioned by Playboys MC of Long Beach. At Long Beach Freeway just south of Firestone Blvd. Gates open at 6:00 p.m. Pit gate closes at at 7:30 p.m. 250cc and under. Three classes; 0-100cc, 101cc to 200cc, 250cc. Number plates will be available at pit gate. No license required. EVERY TUESDAY NIGHT FROM NOW UNTIL NOVEMBER. Races start every Tuesday at 8:15 p.m.

THURSDAY, APRIL 20th, 1967

LIGHTWEIGHT T.T. RACING, (Sportsman) at New Trojan Speedway in So. Gate. AMA sanctioned by Playboys MC of Long Beach. At Long Beach Freeway just So. of Firestone Blvd. Pit gate opens at 6:00 p.m., closes at 7:30 p.m. 250cc and under. Three classes: 0-100cc, 101cc-200cc, 250cc. Number plates available at pit gate. No license required. EVERY THURSDAY NIGHT FROM NOW UNTIL NOVEMBER. Races start every Thursday night at 8:15 p.m.

SATURDAY, APRIL 22nd, 1967

TT CYCLE RACING, San Gabriel Valley Speedway. AMA Class C night race, gates open 6:00 p.m., first race 8:00. Unique course, two jumps. Admission $2.50, Jrs 8-12 $1.00, under 8 free. Parking free. No. of San Bernardino Fwy. 3 miles, on Rivergrade Rd. Call 962-6217 for further info.

SUNDAY, APRIL 23rd.

AMA SPORTSMAN ROAD RACE, Carlsbad Raceway. Take Palomar Airport turnoff from Carlsbad, go east past airport and you can't miss it. Pits open 11:30 a.m. Racing for all classes from 50cc to Open. Also production class for street machines. First race 1:30 pm.

TT SCRAMBLES, sponsored by the Silver City Scramblers M.C. at Sunrise Raceway in Las Vegas. Pick up lime at the Showboat Hotel and follow south to Vegas Valley Dr. Turn east to track. Practice 10:00 a.m., race at noon. Entry $1.25, AMA-sanctioned.

TT SCRAMBLES, at Dehesa Speedway, AMA-sanctioned. Signup at 9:00 a.m., races at noon. Located 5 miles east of El Cajon, out Jamacha Rd. All classes, trophies awarded. $1.25 to ride. Approx. 3/8 mile TT course, graded surface.

4th ANNUAL TRI-STATE CLASSICS at Sprockets Park, located at foot of China Grade near Oildale. Sponsored by Bakersfield Sprockets, AMA sanctioned, folding pegs required. Practice Sat. April 22 from 12:30 p.m. to 4:30 p.m. Race Sunday from 10:30 a.m. to ? Refreshments available, lots of trophies. Post entry $5.00, good both days. Send check or M.O. with entry to P.O. Box 6132, Bakersfield, Entries close April 12.

TT SCRAMBLES, Hilltoppers M.C. at Perris. Small bike practice 8:00 to 8:30, small bike signup closes 8:00 a.m. Big bike practice for Amateurs and Experts 12:00 noon, Novices ? AMA points.

4th ANNUAL 49er ENDURO, 125-mile National Championship, Forest Hill, Calif. AMA sanctioned, sponsored by Polka Dots M.C. Scenic, quiet, lovely dirt roads and trails for the average rider and machine. (With knobbies, low gearing, and lots of guts, of course.) All classes. Start 8:01 A.M. From Placerville on SR 49 to 21 miles South of Auburn. Take Forest Hill cutoff. Spark arrestors mandatory. Mail $4.00 entry fee to: Ken Harper, 7972 Hansen Ave., Citrus Heights, Calif. 95610.

HARE SCRAMBLES, Foothill Hawks M.C. Start 10 am. sharp. separate course for trail bikes. Rain or shine. Limed from California City Golf Course, Calif. City, Calif.

SATURDAY, APRIL 29th, 1967

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif. AMA Class C dirt track, night race, new lights have been installed. Novice, Amateur, Expert—ride for 40% of the gate. Practice starts at 5:30 p.m., time trials at 7:00, first race 8:00 o'clock. Referee Hank Gendusa of Fresno officiating. Admission $2.00 adults, $1.00 ages 12-16 and uniformed servicemen, under 12 free, and parking free to all (with guard in attendance).

INDOOR SHORT TRACK RACING, at new Arena in San Diego. All classes, novice, amateur and expert professionals. AMA sanctioned by J.C. Agajanian. Two classes: 100cc & 250cc. For further information call DA 3-5055 in Gardena. Additional races at San Diego in May and June.

TRIALS & FIELD MEET, held at Douglas Aircraft Rod & Gun Club at Lake Isabella Lodge. Six traps, giant slalom, slow race, etc., $2.00 entry. Steak barbecue Sat. night, breakfast available Sat. & Sun. Semi-family affair, ladies class, reams of trophies. Take Hwy 178 to Lake Isabella. Contact R.N. Begeman, 4265 Petaluma, Lakewood, for more information.

SAT. & SUN., APRIL 29 & 30, 1967

CITY OF HOPE SPRING TOUR, RRC points event, AMA Tour Award. At 29 Palms, Calif. Parade starts at noon, downtown 29 Palms.

SUNDAY, APRIL 30th, 1967

TT SCRAMBLES, 5/8-mile dirt course at Mesa. Take Interstate 5 to Main St. in Chula Vista, then follow Main for 5 miles to Brown Field. Look for signs to track. Practice 9:00 a.m., first race at 12:00 noon. Tall gear suggested. AMA sanctioned.

TT SCRAMBLES, Four Aces M.C. presents at Prado Park. Lightweights practice 8 am. race 8:30. All big bikes practice 12:30, race 1 pm. Side Hacks welcome and Loners. AMA sanctioned, Dist. 37 points run.

FRIDAY, MAY 5th, 1967

AMA SHORT TRACK, Vallejo Speedway, Vallejo. Quarter-mile track, novice, amateur & expert professional riders. First race 8:15 p.m., and every Friday night throughout the summer months.

MAY 6, 7, 13 and 14th

PLEASURE FAIRE at Westlake Village in Thousand Oaks. Elizabethan Fair presented by radio station KPFK. Daily processions and ceremonies on each day of the fair. Art displays, crafts, psychedelic happenings. Admission free. Take Ventura Frwy. west from L.A. to Decker Rd. turnoff. Turn right (north) to Simi Rd. then left for two and a half miles to fairground.

SUNDAY, MAY 7th, 1967

6th ANNUAL PROSPECTORS ENDURO, in the scenic Afton Canyon area. Start 9:01 a.m. Approx. 130 miles, muffler and license not required. Start and finish at Martha's Cafe and Lake, 15 min. east of Barstow on Hwy. 15, at Harvard Rd. offramp. Food, gas, and free swimming for everyone at start. Camping facilities. Follow-up by Barstow Jeep Rescue Squad. Mail $3.00 to Prospectors M.C., 1651 Market St., Gardena. Deadline midnight Sat., April 29, post entry $4.00. Drawing for numbers May 2 at Thornburg Park in Gardena at 8:30 p.m.

TT STEEPLECHASE RACES, Capitol Speedway in West Sacramento. Novice, Amateur & Expert will run for 40% of the gate, AMA sanc. Practice at 3:30 p.m., time trials at 5:00, first race at 6:00. Admission $2.00 for adults, ages 12-16 and uniformed servicemen $1.00 and kids under 12 free. Free parking too. TT racing at Capitol every other Sunday evening starting May 7.

SATURDAY, MAY 13th, 1967

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif. AMA Class C dirt track, night race, new lights have been installed. Novice, Amateur, Expert-ride for 40% of the gate. Practice starts at 5:30 p.m., time trials at 7:00 p.m., first race at 8 o'clock. Referee Hank Gendusa of Fresno officiating. Admission $2.00 adults, $1.00 ages 12-16 & uniformed servicemen, under 12 free, and parking free to all (with guard in attendance).

SUNDAY, MAY 21st, 1967

TT SCRAMBLES at Sprockets Park, located at foot of China Grade near Oildale. Sponsored by the Bakersfield Sprockets. AMA sanctioned. Race sign up will close at 10:30 a.m. sharp with first event at noon.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT.
OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.

FLATTRACK
RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START
SEASON OPENER
APRIL 7th
At Ascot Park 183rd & Vermont — Off Harbor Freeway

Sponsored by the Sprockets Motorcycle Club
APRIL 23
BAKERSFIELD
CALIFORNIA,
ARIZONA & NEVADA
Fourth Annual
TRI-STATE CLASSICS
SCRAMBLES
AT SPROCKETS PARK
located at the bottom of China Grade Loop, near Bakersfield

REFRESHMENTS!

SEND CHECK OR MO.O. with ENTRY TO:
SPROCKETS M.C.
BOX 6132, Bakersfield
LOTS OF TROPHIES!!

POSTMARKED BEFORE MIDNIGHT APRIL 12

PRACTICE TIME: Saturday, April 22 12:30—4:30 AMA & District 36-A Rules (3# plates, folding pegs)
RACES: Sunday April 23 10:30 a.m. til ?
PRE-ENTRIES ONLY — $5.00 Good Both Days.

American Motorcycle Association District 36 A

Official ENTRY BLANK RIDING NO. .....

CIRCLE ONE... Novice.... Amateur.... Expert I.... Expert II

USE THIS BLANK OR REASONABLE FACSIMILE

I will ride a..... Motor No..... Cu. In.....

A.M.A. Number..... Expires..... Club Affiliation .....

Print Name ..... Address .....

City ..... State .....

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and I further agree to hold blameless the American Motorcycle Association, Inc., the Contest Committee, the Director of Contests, the Promotors, the owners of the premises or any of the lessees, for any loss or injury to myself or property, and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason of my participation in this contest.

HAVE YOU READ THIS ENTRY BLANK?.....(Answer YES or NO)

Rider's Signature ..... Rider's Age .....

CAUTION: Parents must co-sign if rider is under 21 years of age.

Parent's Signature ..... Address .....

WHEN YOU'RE OUT OF OILZUM YOU'RE OUT OF OIL!

Oilzum is the oil that lubricates inner parts the best... prevents engine wear and it won't upset your tummy.
Give your thirsty engine a drink of Oilzum. It works best on machinery. No Foolin'.

"If engines could speak, we wouldn't need to advertise."

See Jack Simmons Motorcycles for your Oilzum. 15514 S. Atlantic, in Compton
(213) 639-2777

OILZUM

850 W. Manchester Ave., Inglewood, Calif.

DEALERS -- ONLY

Send in this coupon for price list and catalog.

Please send me your price list and catalog. I am interested in having Oilzum for my customers.

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

Mail to Oilzum, 850 W. Manchester Ave., Inglewood, California, 90301

MORE POETRY

Well, I guess the time has come when to unleash my literary genius upon civilization. I can't let my buddy, Pat Murphy, get one up on me. This 'poem', is to my knowledge, the original Ascot poem.

ASCOT
Speed erases memories
Time stands still
Blur
Wind
Sound
Power
Apart from life
Embracing death
The crowds gasp
Watch death
The riders shrug
Ride again
Flirt with death
Reach for death
Proving to themselves
They have no fear

JOHN ACE CARTER
Canoga Park
91304, #236X

the P.O. Box

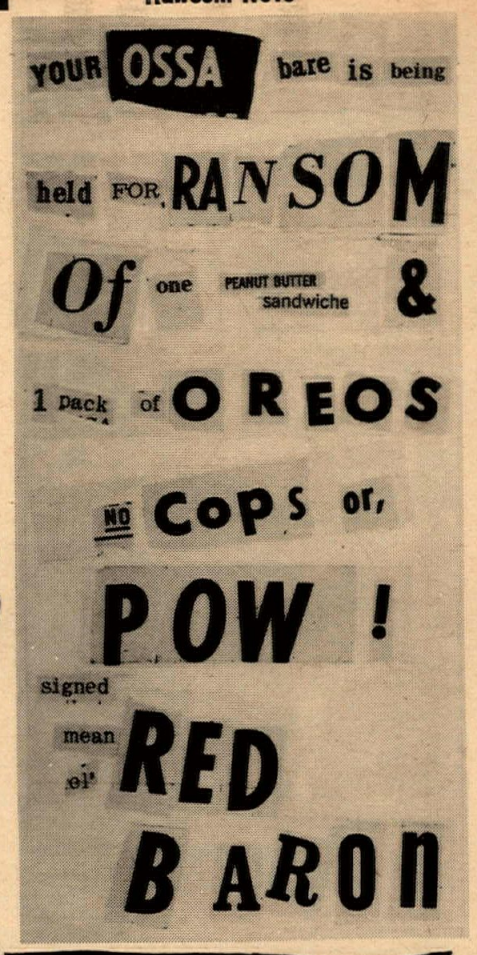
P.O'd?
SEND YOUR COMMENTS TO THE P.O. BOX
Box 498, Long Beach, Calif.

Come Get Your Trophies

The Dirt Diggers have trophies from Hopetown for:
R. Tooley—90cc Novice
T. Sherman—90cc Amateur
D. Smith—250cc Novice
E. Enocks—250cc Novice
T. Griebel—250 Amateur
W. Axthelm—Open Expert
From Acton for:
M. Lane—200cc
H. Jackson—350cc
Please call Sam Crooks at OR 8-2868 to pick up trophies. Any trophies not claimed in two weeks will be returned for credit.

SAM CROOKS
Pres., Dirt Diggers
Torrance

Ransom Note

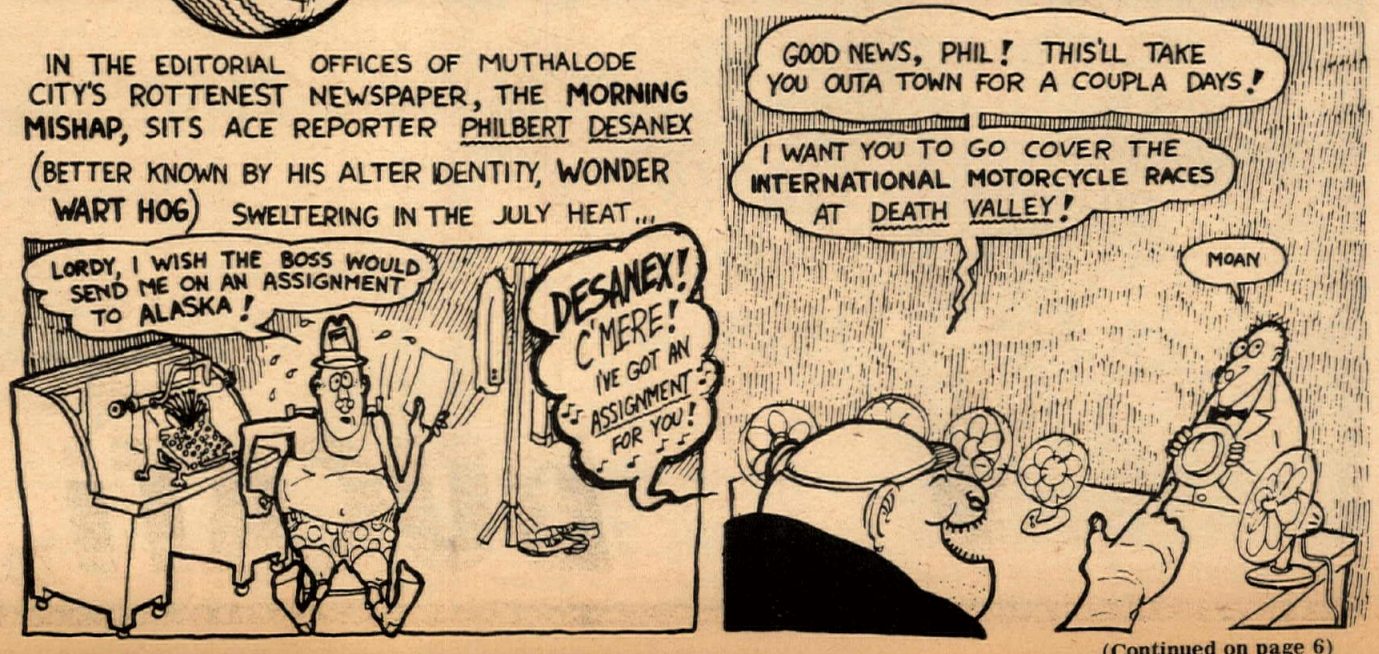


ARE YOU READY FOR WONDER?

Wonder Wart-Hog is the greatest of a new breed of comic heroes. Affectionately known as Wonder by his fans, fans to whom he is affectionately known as "Wonder", have followed the exploits of this "Pig of Iron" first in a California college humor magazine, then in Harvey Kurtzmann's short lived – Help! magazine and now in the pages of his very own Wonder Wart-Hog magazine, published By Pete Millar.

In spite of the obvious fact that he is a wart-hog, we like ol' Wonder, because he has a human heart, full of naivete. He fights with all his might for the things we all hold dear, Old Glory, Motherhood and Brotherhood.

Now for the first, and probably last time in Cycle News, in honor of the official opening of Fun Season April 1 we joshingly present Wonder in his only motorcycle racing adventure...



(Continued on page 6)

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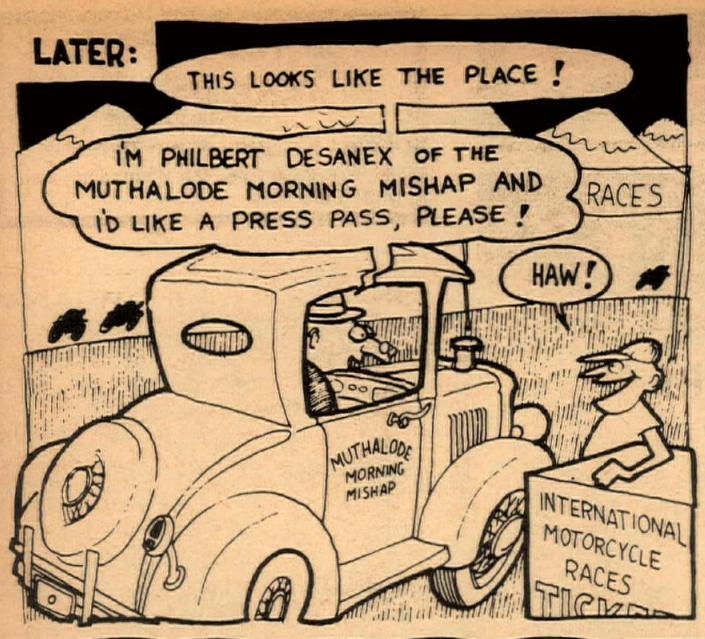
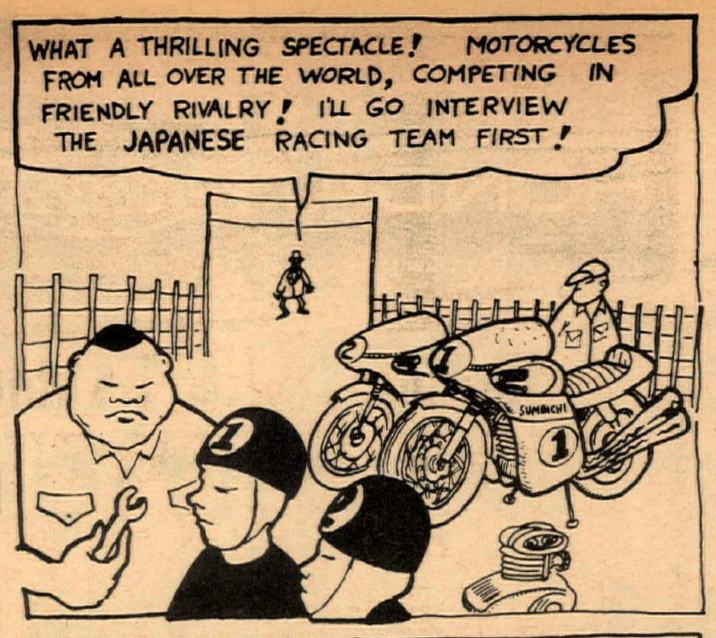
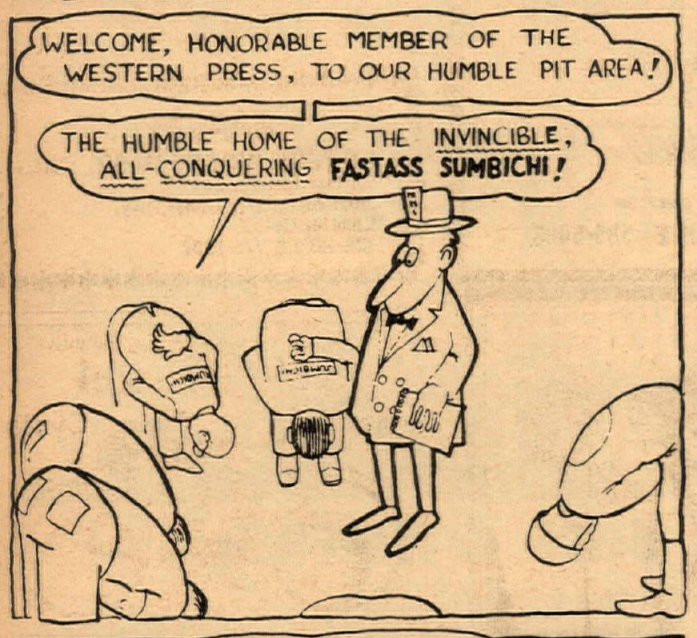
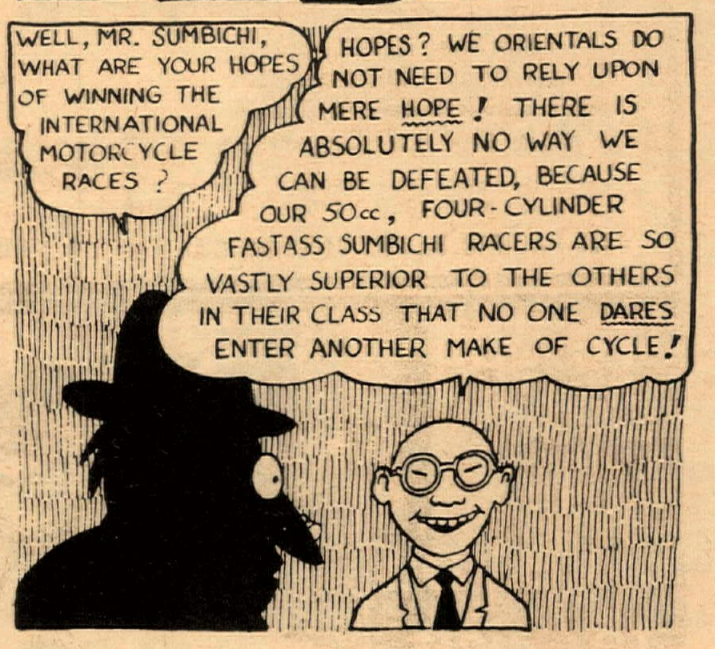








(Continued on page 8)

THE GREEN HAIRNET

Although suspected by the police to be a bad guy, the Green Hairnet is in real life Brick Greed, respected publisher of the Daily Doily. In the company of his trusted chauffeur Tako, the Green Hairnet (in reality Brick Greed) ventures forth to thwart the plans of evildoers.

We are in the office of Brick Greed (really the Green Hairnet) high in the Daily Doily building where his trusted ally District Attorney Hack Toff tells Brick (really Green) about a tip the police have received.

"The tipster said that the Paragons of Purgatory are planning a heist, Brick (really)," the D.A. said. Sweat stood on his brow like beads of perspiration.

"This sounds like a job for the Green Hairnet," said B.G. or G.H. as the case may be. "What are they planning to heist? Brink's? The B of A?"

"No, they only go for the big money. They are going to steal the Fascot Purse!"

Calling his trusted aide Tako and climbing into the sidecar of Blech Beautie, their trusted hack, the Green Greed (really Brick Hairnet) sped to Fascot Speedway to thwart the evil doers.

"Stop, what are you doing here?" cried the security guard, "Eek, it's the Green Hairnet!"

"Get him, Tako!" and the trusted servant did. "That's what I like about you, Tako, you don't use judo or karate, but you sure know how to fight dirty!"

"Here come the Paragons of Purgatory, Massa Boss!" said Tako, pointing.

"Okay, now I'll put on my 'I'm just one of you crooks' act and fake my way into their confidence." Pressing a concealed button on the side of Blech Beautie, the Green Hairnet's pants fell down. "Oops. Wrong button." Pressing the correct button this time, the limousine sidehack turned into a Sunset Strip Chopper.

"Okay you guys, you gotta cut me in," said Greed in his best Hairnet voice. "Cause I'm just as bad as you are."

"Maybe worse," agreed Tako, playing along.

Okay, said the P.P.'s but first you gotta prove you are as raunchy as us by out-disgusting our leader, Big Daddy Rotten.

"Okay Big Daddy Rotten, you go first."

Whereupon, hearing the challenge, Big Daddy Rotten dispatched an aide to a nearby pig farm to bring back a fat, disgusting sow pig. Then, to the utter disgust of everybody, he proceeded to share a glass of beer with the animal.

"Now it's my turn, right?"

"You said it, Green Hairnet."

"And if I do something more disgusting than drinking beer with a sow pig, I get to bilk the Fascot purse, right?"

"Sure, sure," the P.P's all agreed, crossing their fingers secretly.

"Okay, PULL, TAKO!" and with that, the Green Hairnet who, as we know, is really Brick Greed, respected publisher, sprung a pre-arranged trap, capturing all the bad guys in a giant green hair-net, and sold them into slavery.

"That was very smot, chief," said Tako. "How did you ever do it?"

"Easy, Tako, You see, you can't fake a bilk purse out of a sow's beer."

Beginning A New & Different Contest:

SOTERMYCLES, ANYONE?

Looking through some back issues of our favorite newspaper recently, a guy who hangs around our office began reading aloud the names of some of the hybrid machines that are turning up in the Want Ads and elsewhere. "Vi-Nor, Hotton, Triton, Grumph," he intoned, savoring the "married" names of a Vincent engine in a Norton frame, Honda in Cotton frame, Triumph in Norton and Triumph in Greeves frame respectively. "And," we injected, "Jim Manning is putting a Honda engine in a Norton frame and calling it a 'Horton'".

"But did you hear about the guy who crossed a Jawa with a Hodaka and got a Hawaya?" someone who was eavesdropping put in.

"No, but would you believe putting a Honda in a Triumph frame and calling it a Humph?

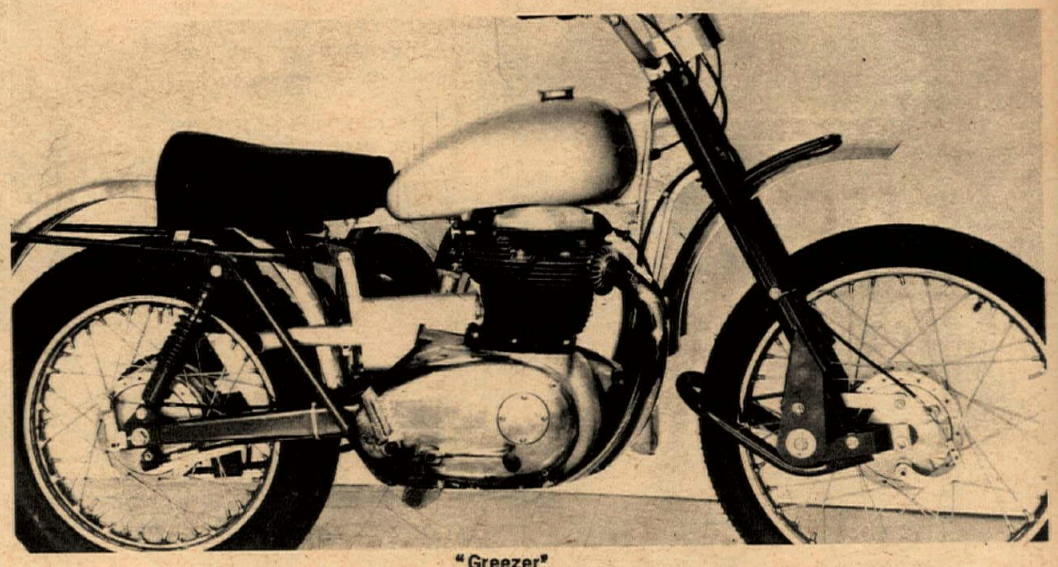
"Humph!" we chortled.

"If you crossed a Hodaka with a Benelli would you have a Ho-Nelly?" said Chuck Clayton, chuckling.

"There was a guy in Mexico that put a Honda in a Lambretta frame and called it a Hon`y-Lamb!" swore Joe Lopez.

Readers are invited to participate in this maddening office game, which we have decided to call "Sotermycles" for lack a better name. All you do is combine parts of different motorcycles and call your creation by a name made up of parts of the brand or model names. So if you crossed a White with a Moto-Guzzi, would you get a Whoozie? Whatever you decide to call it, write it on the entry blank provided here and send it to Cycle News. Tell the brands or models you combined and the name you would give your own "Sotermycle Special." For the funniest "Sotermycle" we receive each week, Cycle News will award $5 in coin of the realm. In case of duplicate sotermycles, the earliest postmark will decide who wins. So don't delay. Put on your thinking helmets and get out your Dealer Directory for inspiration. P.S.—Sotermycles invented by Cycle News employees are not eligible to win.

Too bad. Gil Brown had a surefire five buck winner when he put a Harley Sportster in a Montesa frame and called it a "Mon-ster!"



"Greezer"

ADDRESS ENTRIES TO: "Sotermycle Contest" Box 498 Cycle News Long Beach, Calif.

Dear Cycle News fiends,

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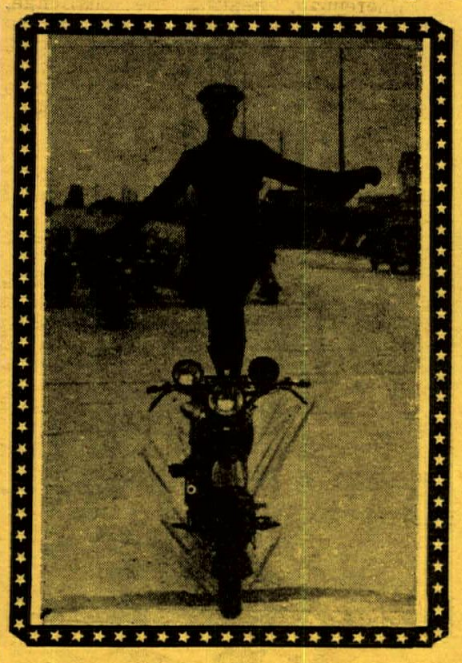

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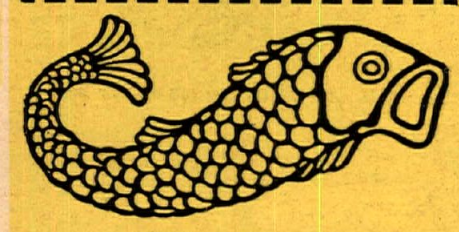

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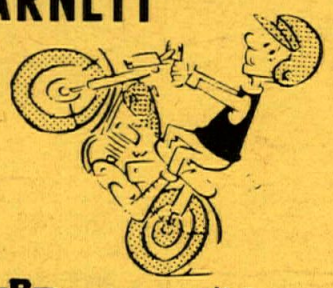

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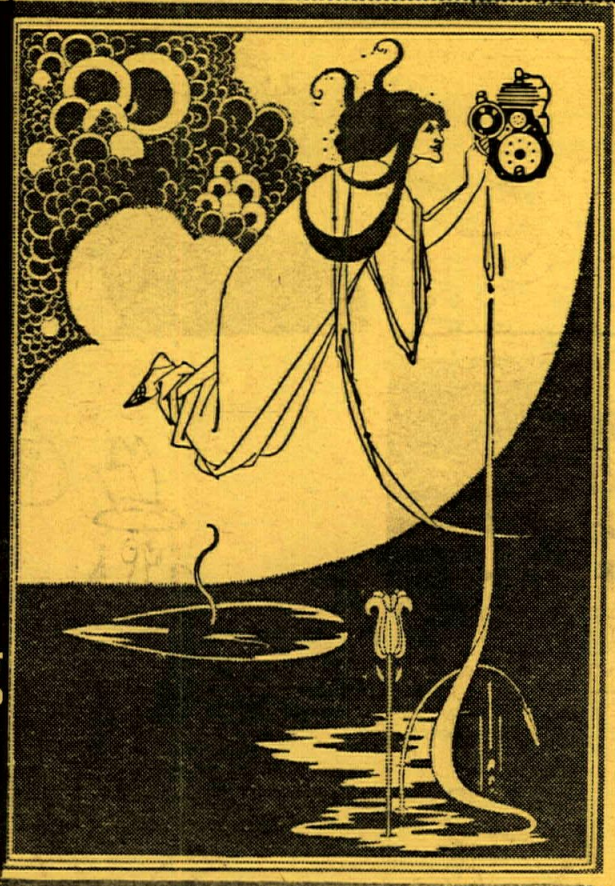
we all do, indeed, urge you to visit the lovely patrons blooming here ... eternally.



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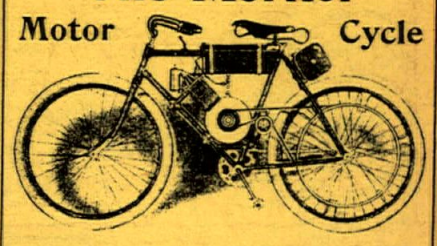

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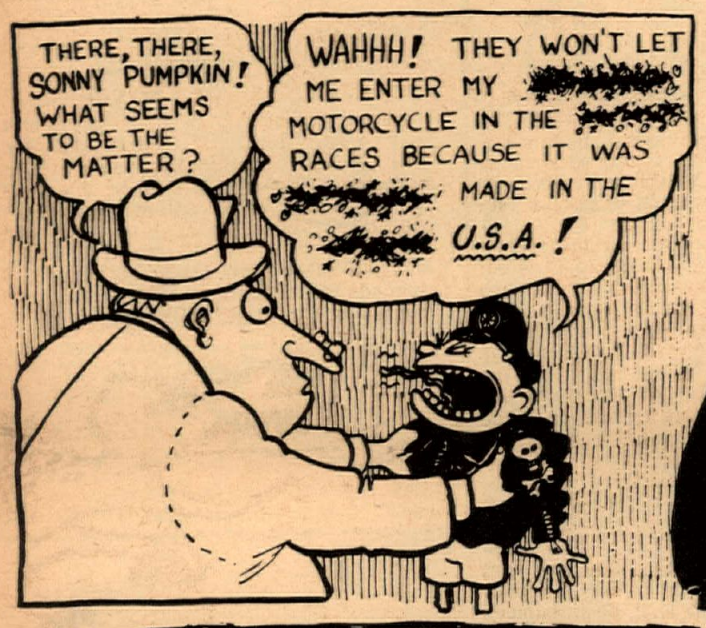
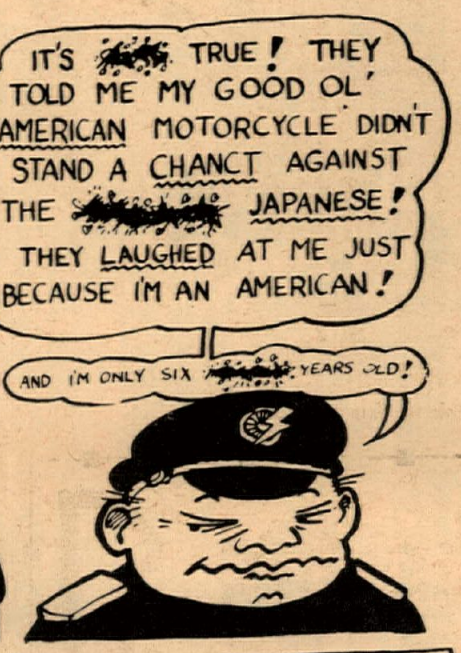
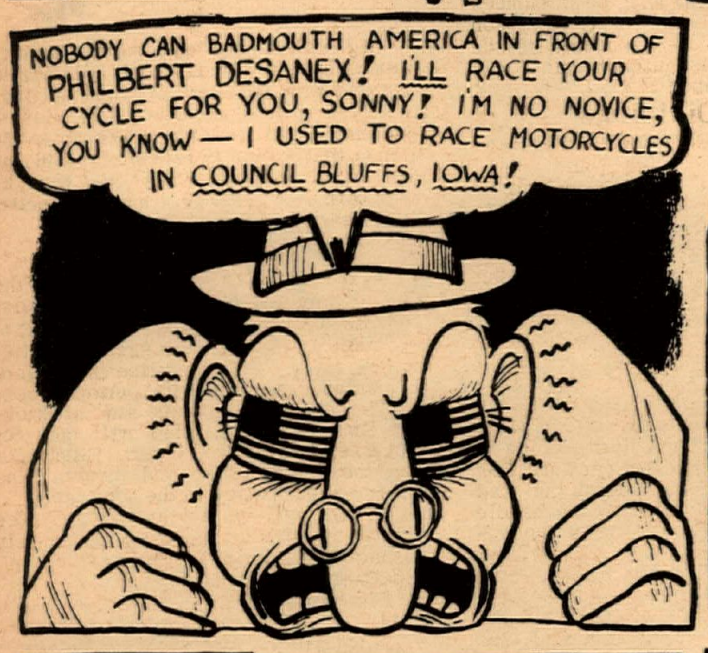
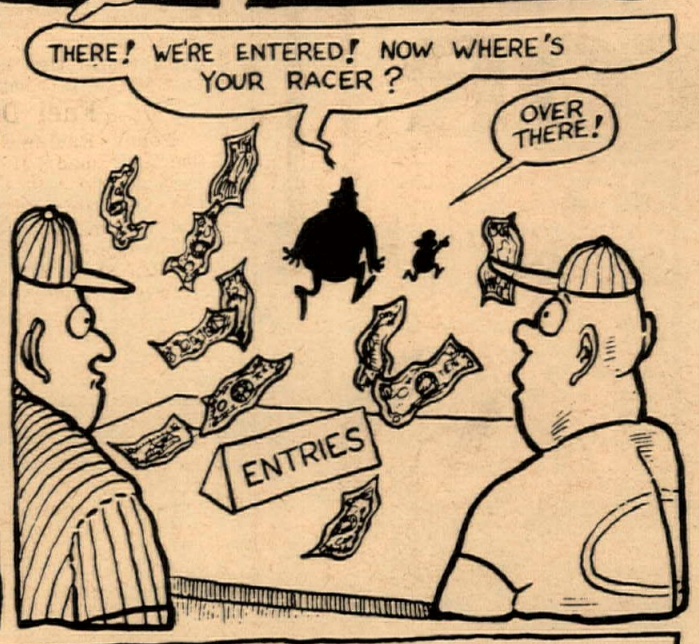
Meeting of Sierra Club disbands hastily.





"I should have changed tires for the Main."





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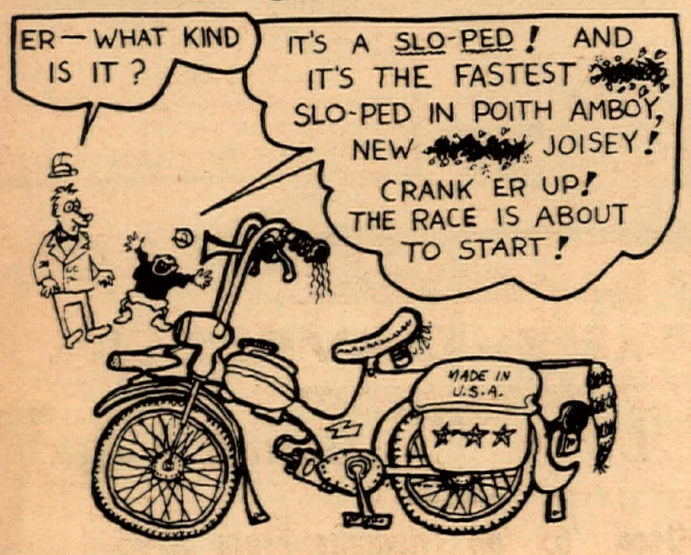

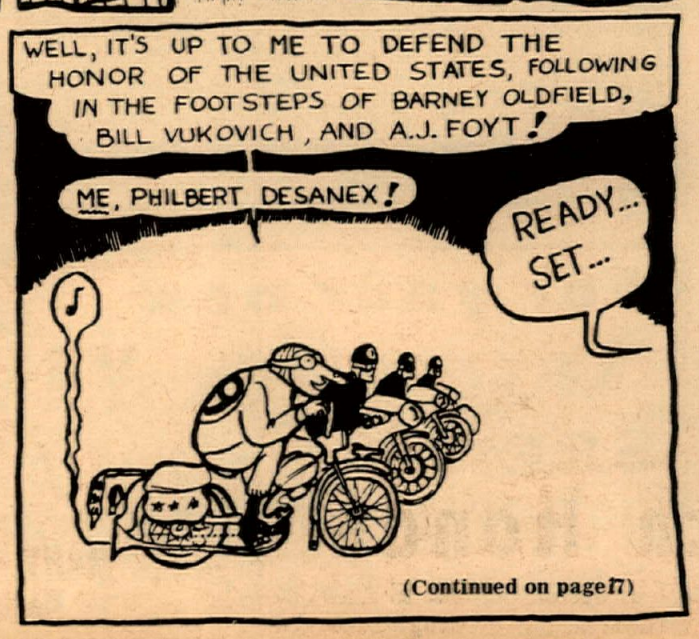

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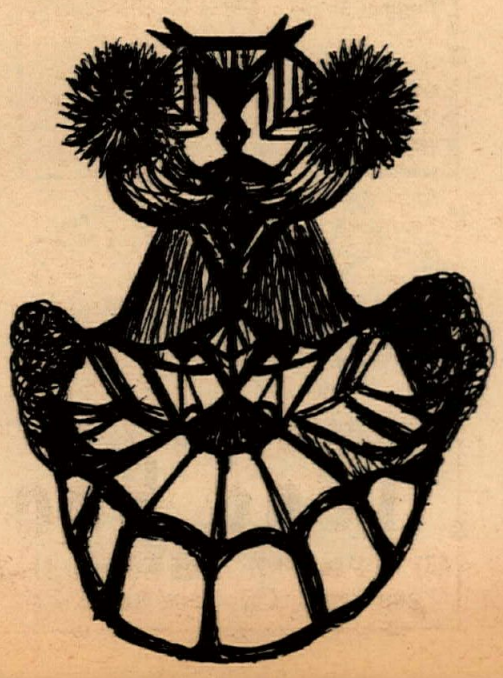


CYCLE ALLEY

By Bob Ebeling

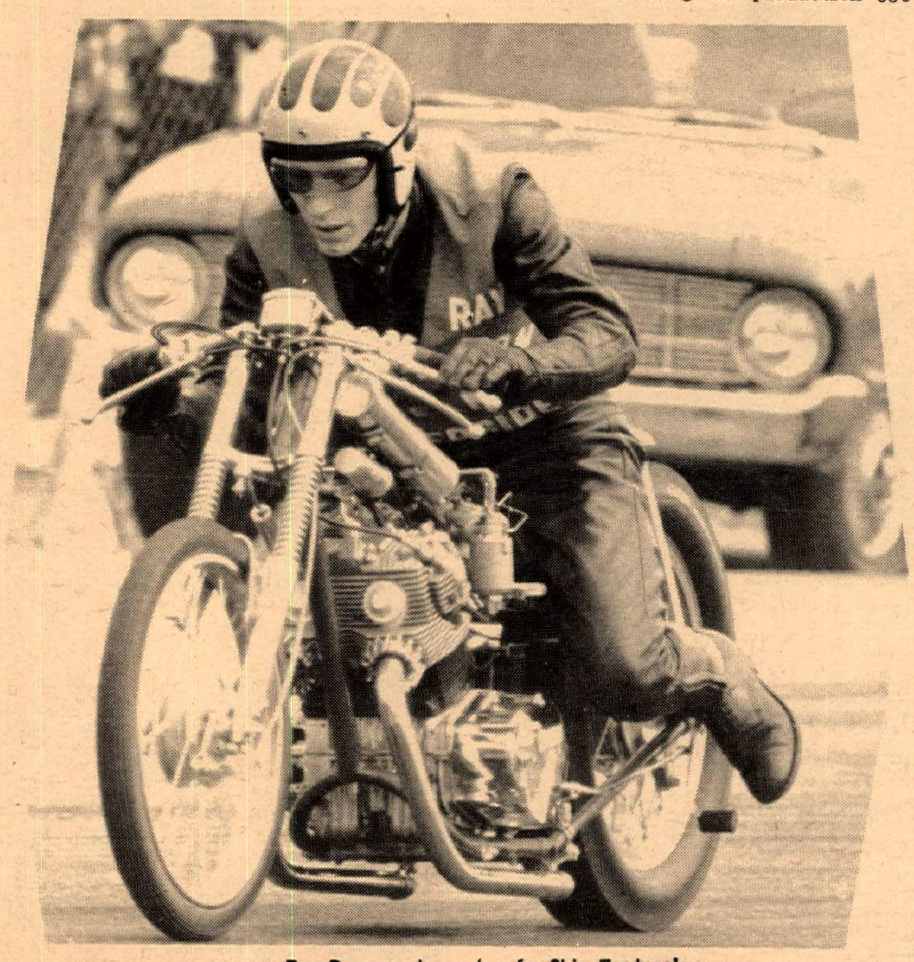
"Add a few inches and take off a few pounds," was the prescription that enabled Rich Richards and his son Gary Richards, to set new records in elapsed time and speed for a single-engine Triumph.

A low percentage nitro-mix of about 70 percent, 45-inch barrels by Webcor and 230 pounds of frame and gear produced the record elapsed time of 10.32 seconds with a terminal speed of 143.76 miles per hour at Irwindale Raceway.

Attempts at enlarging Triumph cylinders is not new; pistons are available that allow overboring of one hundred thousandths (.100). Several individuals have tried stroking the production 650 and others have tooled custom cylinders from solid steel billet. Only one man that I know threw his spoked wheel into the circle by approaching a metal casting firm and ordering 45-inch cylinders that look as though they were imported from Triumph Corp.

Sonny Rout of Brentwood, Md., unveiled this product to west coast drag racers at the Lions Drag strip meet of last September 1966 with repeated low ten second runs at speeds of 140 mph or better, with a twin engine Triumph on gas. Now it has become a headline speed product for quarter-mile advocates.

Rich Richards and Gary have proven that Webcor cylinders can withstand the tortuous nitro explosive combustion pressures and see high nine second sprints well within reach. I would not doubt it for a second after their record smashing runs of this weekend.



Ray Downum downs 'em for Skip Fordyce's.

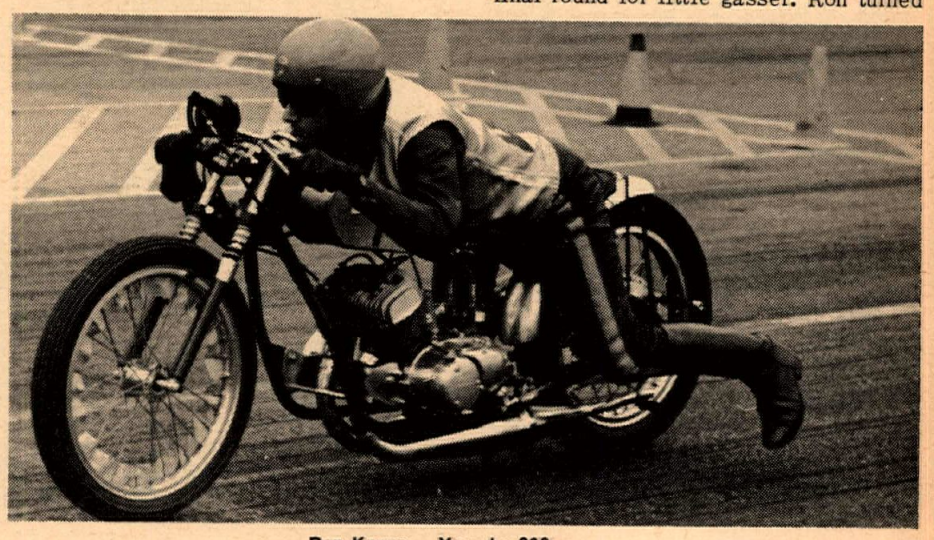
Ray scored another victory for Skip Fordyce and Honda.

Gas

Smith and Butterworth, Harley-Davidson and Laidlaw — familiar top names now and winners again. The correct combination for all the glory and performances like their winning figures of 11.29 and 124.86 for Top Gas.

Tony Dodge wanted a change of pace and entered his 650 street bike in the gas class for some dragster blood. The color was right, but it was a light, not his opponent's artery. Jerry Nance's 650cc Triumph pulsed through the winner's light in 13.87 seconds at 75 miles per hour and won both class and Jr. gas laurels.

Ron Knapp and Pappy Tiernan used their 250cc Yamaha cylinders for this week and defeated Bob Braverman in the final round for little gasser. Ron turned 12.68 and 101.46 mph.



Ron Knapp — Yamaha 260cc.

New Cash Awards

There always has been a problem in dividing cash awards and matching machines so that the races could be close and participants felt a fair shake. We may never find a solution but try, try again is the only way to probe for success.

This week Irwindale retained its normal class breakdown for trophies but instigated a new system in the money races.

Rather than award Top Street money to one machine and rider the sum is split, half for Top Street bike, and the balance to Jr. Street bike. Top is a race between class winning cycles of 550cc to open displacement, and Jr. Street is 549cc to 0cc.

The cash is paid in three gas divisions of class winners; Top—750cc to Open; Jr.—550 to 749cc and Little or Competition of 549 to 0cc.

Fuel payoffs are Top—800 to open; Jr.—550 to 799cc. If the Junior Fuel bike is quicker than 10.75 E.T. he is bumped into Top Fuel. Little or Competition Fuel division is 0—549cc and if the quarter-mile trip is quicker than 12.25 seconds he is bumped to Jr. Fuel.

Fuel Divisions

Sonny Raslawski's Harley-Davidson Sportster made it to the finish lights first but he was being pushed hard by Gary Richards on the 45-inch Triumph. Sonny turned 10.50 and 146.00 while Gary recorded a 10.57 second run.

Bob Sirkegian and his BSA Super Bike was three quarters of a second behind Don Harris's Triumph fuel dragster during qualification runs but when eliminations were lined up the secret of BSA's reliability won the round. The innocent-looking Mark III toured up the firing road like a normal street bike, headlights and all. Don Harris clung to the door handle of his tow car until Bob was nearly out of sight down the road and then proceeded to grasp the handle a little harder while the car's speedometer climbed to 20, 25, 30, 35 and then release, engage the clutch. Blue flames from the headers, but only for a brief moment and then silence with the exception of Sirkegian's BSA and that meant it was all over. The starter waved Sirkegian on to a single run of 11.91 seconds at 119.52 miles per hour.

Ray Downard looked forward to a hard night of racing against Gerry Korman's Montesa and Denis Manning's "blown" Honda 450, but the Montesa drank itself into oblivion with nitro, and the Honda's blower blew too hard (or not enough) and

Top and Jr. Street

Bruce Miller and the team of Haserot and Allen were both Harley-mounted with elapsed times that were almost duplicates. There can only be one winner and Bruce Miller pulled a hole shot that made the Allen & Haserot's extra inches of displacement useless. Bruce reached the speed of 107.52 in 12.35 seconds which scores another place in the Sportsters trophy room.

Old man Murphy led a merry chase to youngsters on Hondas with his Suzuki X-6 and won Jr. Street in 13.76 seconds at 95.74 miles per hour. The closest contender was Al Gonzenbach on a 350 Honda that turned in a best of 14.66 and 89.47. Jack Murphy is just like wine; he was born in a good year and gets better with age.

Bakersfield

Next Sunday, April 2nd, will be the day to race and race and race. Bakersfield is really rolling out the red carpet for bikes and promises bigger and better things, if we prove our value in numbers of contenders along with performances.

The gates open at 8:00 a.m. at Smokers Drag Strip and bikes will race for trophies, E.T. brackets, Jr. Eliminator (for the 9 and 10 second runners) and mile-per-hour money to the top bike.

Racers will be met at Milt's Coffee shop around 7:30 a.m. for a guided trip to the strip. Only 110 miles for L.A. racers and a great day.

Directions: Up Hwy. 99 (Golden State Fwy.) to Olive Dr. turnoff, left over Fwy. to Milt's.

If you get lost call 399-4975 and ask for Ebeling or Jerry Johnson.

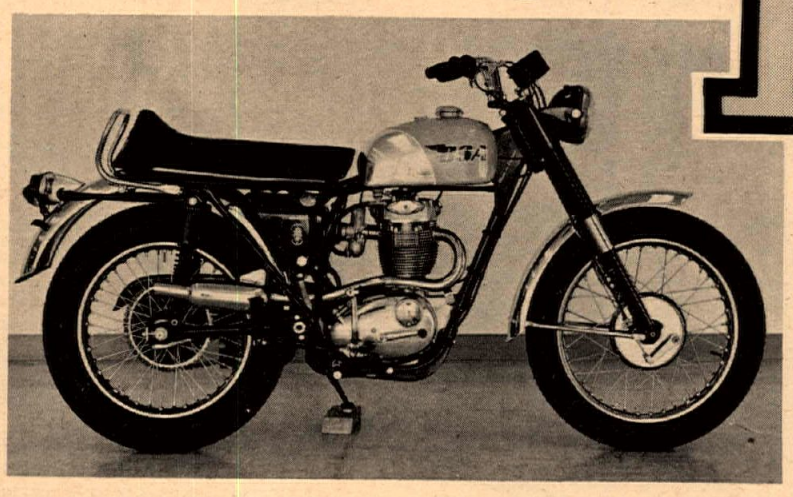
Remember

The next M.D.R.A. meeting will be at 6:00 p.m., Sunday, April 9th, at El Dorado Park, 2800 Studebaker Rd., just off the San Diego Freeway.

(Results on page 16)

Now The Big 1

BSA VICTOR



Engine: Single cylinder, air cooled, light
Clutch: Multiple disc (four friction plates)
Engine x clutch ratio: 2.07 to 1
Gearbox sprocket: 17T
Rearwheel sprocket: 49T (5/8 pitch chain)
Wheelbase: 53"
Overall length: 81½"
Ground clearance: 8"
Seat height: 32"
Seat style: Dual racing
Weight: 288 lbs.
Side stand: Standard equipment
Engine guard: Standard equipment
Handlebar: Hi-western design
Brakes: Front and rear — 7" dia. x 1⅛" wide
Gas tank: Light aluminum alloy — 2 gallon
Oil tank: Rubber mounted — 2 quarts

Carburetion: One 30mm Amal
Ignition: AC magneto
Horsepower: 34
Electrical system: Direct lighting
Exhaust system: Hi flow/sport muffler
Bore x stroke: 79mm x 90mm
Displacement: 441cc (26.9 cu. in.)
Compression ratio: 9.5 to 1
Cam design: High torque
Gearbox: 4 speed with footchange
1st gear — 2.64 (final — 14.21)
2nd gear — 1.64 (final — 8.85)
3rd gear — 1.24 (final — 6.65)
4th gear — 1.00 (final — 5.36)
Tires: Front — 3.25 x 19 Dunlop K70
Rear — 4.00 x 18 Dunlop K70
Wheels: Front — WM2 x 19

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Sherri — Yackety-yack

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INTERNATIONAL SPORT CYCLE EXPOSITION

The largest assemblage of motorcycles ever presented to the public in an exclusive show will greet Southern Californians attending the International Sport Cycle Exposition, April 6-9, at the Shrine Exposition Hall. 50,000 fans are expected to be entertained during the four day show.

New Models

Large impressive displays by the leading British motorcycle manufacturers, BSA and Triumph, will highlight the vast array of exhibits by major manufacturers at the big Shrine Cycle Show. Many surprises are in store as several new models will be introduced to the public for the first time. BSA is planning on an exciting surprise. Kawasaki will be introducing three new models including their scrambler model. Royal Enfield's new custom and many other new machines will be on exhibit. Accessory firms will have their entire lines up for view, including Bell, Steens, Sta-Lube, Castrol, Triple A Accessories, and their uni-motorcycle called the Uni-Skuzi, and many others.

Antiques & Racers

Several manufacturers who are nc longer making motorcycles will be posthumously represented via the antiques which will be on exhibit on the upper floor of the Shrine. Vincents and Indians, Cyclones and what have you.

Also featured will be the winning Triumphs and Yamahas direct from the Daytona races last week. Also, Bob Leppan's Gyronaut, the worlds fastest motorcycle, is expected. At Daytona, Bob mentioned that he expects to break 300 mph this year, with his twin engined Triumph streamliner. Another streamliner that will be on hand is Bill Martin's ex-Yamaha-now-Kawasaki machine. Sporting a new facelifting, this 250cc racer will hopefully set a new class record later in the year at Laguna Salada Speedway in Mexicali, Mexico. Mike Berliner was talking about bring his V8 Moto-Guzzi out to the coast sans fairing and tanks, so that the prototype engine could be examined more closely. $50,000.00 went into the construction of this experimental model.

Down from Northern California, the first electric motorcycle represents an attempt for clean air in the future. It should be interesting, at least. One of the highlights of the Exposition will be found in the Triple A Accessories display — a uni-motorcycle. That's right a one wheeled creation that was the hit of the dealers trade show at Daytona, last week.

Beautiful Girls

Beautiful girls, from Hollywood to Orange County, will be competing for the Queens crown on opening night. Girls from 17 to 25 are eligible. With the accent on the "mod" look, the contestants will be judged by local celebrities in both bathing suits and mini-skirts. The girl selected as the Queen will receive a lightweight motorcycle, trophy, and wardrobe, and reign over the festivities for the duration of the Exposition.

Before leaving the Exposition, be sure to stop by the Cycle News booth and say hello. Pick up a free copy of the paper for a souvenir and make sure your subscription is not due to expire. Remember, the Show hours are from 11:A.M. to 11:P.M. daily except Sunday when it closes at 8:P.M. We'll see you there.

Incidently, be sure to stop by your nearest dealer and pick up some free tickets. These tickets will save you 1/3 of the regular admission price, $1.50. Bring the family as all children under 12 will be admitted free with their parents.

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HIGH HI-BOOTS AT DEHESA

By Steve Fisk

March twelfth dawned cloudy in San Diego. It had rained intermittently throughout the night, but the dampness of the weather surely didn't dampen the enthusiasm of the T.T. competitors at Dehesa. The largest amount of riders for a T.T. in the area this year were on hand to make the Dehesa race another great San Diego event.

The 90cc novice race started without, surprisingly, a single downed rider in the first corner. J. Payne led the race from start to finish on his Hodaka. It looks like there will soon be one more addition to the 90cc expert class.

Jeff ("The Shoe") Willis turned in one of his best performances in the 250cc expert class. Jeff, however, was overtaken to the flag by the duo, now famous in San Diego racing circles for their dynamic speeding spectacles, Bill Silverthorn, on a Montesa and Dick Mills, riding his Bultaco Metisse.

Honda carried the most riders in the 500cc novice race and it was a Honda 305 taking the gold in that event. The rider was L. Pennington.

It Got Hairy

In the Open Expert class there was a substantial increase in riders. This accounted for some pretty hairy riding and wild crashes in all three motos. Unexpected but there, nonetheless, was John Apple. John was supposed to be riding at Carlsbad on Earl Roloff's 650cc Norton, but that event was cancelled because of rain.

Triumph showed its stuff again as Myron Carter took off to win the Open Expert race. Another "triumph" for Myron.

Always welcome at any San Diego track, the racing Gooding family was on hand. Mark, astride a new 360 Maico had a few "new bike" problems and was beaten out at the flag by Sinnet and Admire.

All in all the Dehesa race was one that all San Diego competitors can be proud of. It is hoped that there will be more like it.

(Results on page 16)

Weekly Short Track & TT Racing On Tap:

Trojan Enterprises have taken over the lease on the track formerly known as So. Gate Raceway and have changed the name to Trojan Speedway. The track will now be used two nights a week, starting in Spril, for sportsman short track and sportsman TT events. The short track will run every Tuesday night, beginning April 18th, and sporting TT's will run every Thursday night, beginning April 20th.

The track has been sub-leased to the Playboys MC of Long Beach who will run the events, all of which are AMA sanctioned.

Races on both nights will be for lightweight machines only. There will be three classes. Class one is for machines up to and including 100cc's. Class two is for machines 101cc up to and including 200cc's. Class three is for machines 201cc up to and including 250cc's.

Numbers and number plates will be assigned to all riders as they enter the event. A number system, two through ninety-nine, has been established with different color plates for each of the three classes.

The races are open to all riders, licensed or un-licensed. Riders must have folding pegs, Class C tires, a full set of leathers and an approved helmet.

Races will run weekly, starting with the April 18th event, and continue on until next November. Points and a point system, similar to that used at Ascot, will start on opening night.

To allow the riders as much practice time as possible, three Saturday afternoon practice sessions on the short track oval have been set up. Any and all riders may come to Trojan Speedway and practice from Noon until 4:00 p.m. on April 1, 8 and 15. There will be no advance practice for the TT course.

For further details call, 436-4870 in Long Beach.

ASCOT TT & FLAT TRACK SEASONS START

J.C. Agajanian reports that the 1967 night-time American Motorcycle Association racing season will start with a steeplechase meet Saturday evening (April 1) at Ascot Park.

The flat-track racers swing into their regular Friday evening pattern on Friday evening pattern on Friday evening, April 7. That will be the opener of every Friday night racing through the spring, summer and early fall months.

Steeplechase meets will be held the first Saturday evening of each month at the 183rd and Vermont Avenue oval.

Agajanian also is coming up with a big United States Auto Club midget race show on Saturday night, April 15, at Ascot. This one is expected to feature some of the fellows who'll be among the favorites for the Indianapolis 500-miler.

The steeplechase meet, the first of the shows, will bring out the 1966 U.S. tourist-trophy racing king—Eddie Mulder. Such others as Skip Van Leeuwen, Gene Romero, Ralph White, Dick Hammer, Chuck Jones and Jack Simmons will make it interesting.

Sammy Tanner, the four-time Pacific Coast king, will be on deck for the flat-track inaugural.

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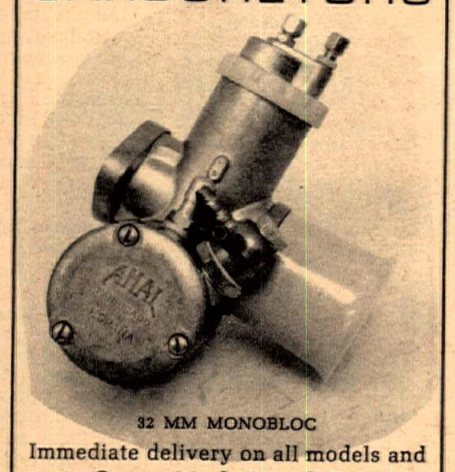

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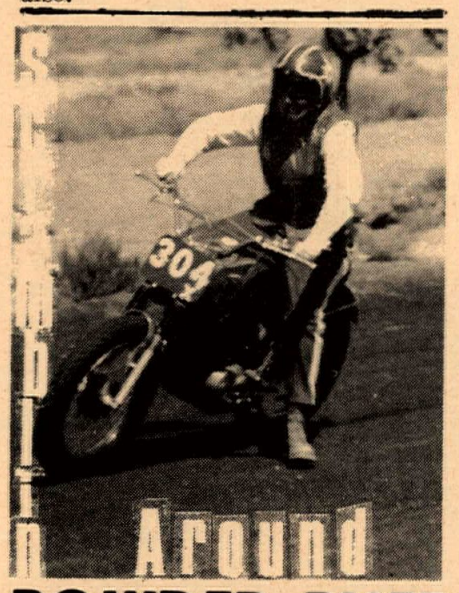
AMA Indoor Short Track Racing In San Diego:

Promoter J.C. Agajanian announced this week that he has obtained a 1967 lease on the plush new arena in San Diego for indoor professional AMA sanctioned short track events.

The first race will be held on Saturday night, April 29th, and the show will follow much the same pattern as that used by the Long Beach arena this past winter season.

Dates have been set for the year on a once-a-month basis with classes for 100 and 250cc machines and riders. Plans are now being made to allow for an all-afternoon practice in the afternoon preceding race nights.

The all new ten million dollar arena is rated as the finest location for under-the-roof racing in America. Further details will appear in CYCLE NEWS next week. Dates have already been established for the month of May and June also.



POWDER PUFF ASS, FORMED

By Maureen Lee

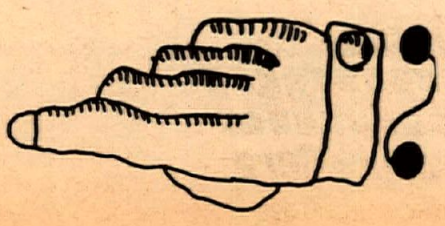
Who says women can't make up their minds? Maybe some can't, but our local scramblers have. They've actually chosen a name, colors and elected officers in just two meetings, and settled a lot of miscellaneous details as well. They've also gathered the clan together for two appearances for a Powder Puff at local tracks with almost a 100% turnout. The first one was the Sportsmen MC's event at Perris, and then this past Saturday night they "invaded" Elsinore.

What has amazed a lot of the gals, now that they are actually organized and really in there pitching, is that they have received a great reception from a lot of people. Most important, too, is that their husbands are with them all the way inspite of the fact that if it's one thing a racing man doesn't need it's another scooter to tune!

Membership Open

So now the Powder Puff Association is soliciting members. Requirements are simple but effective. First off, you do NOT have to be a competition rider, but you must have an active interest in competition riding. This is to enable the gals who spend long hours at scrambles cheering on their men-folk a chance to belong if they wish, but they don't have to compete. The non-competition types will wear club colors too, with probably one small difference somewhere along the line. Naturally the Association wants riders, but we're open to everyone who can fill our basic rules. To ride in Powder Puffs though, the engine limit is 100cc. Although the gals all differ in size, strength etc., we feel that a 100cc machine makes it more fun for everyone and a 100cc bike should be one that everyone can handle. A women can always pick it up, should she drop it, and we don't think it's fair to rely on the guys too much just because we can't pick up a big hulking scooter! There are times you can't just stand there looking helpless until someone with muscles shows up on the scene!

Eventually we want to be able to assist smaller clubs requesting our help by handling some of the masses of paper work which accompany scrambles events. In that way, besides just having fun as racers, we will be helping our District. For information as to how you can join our happy throng, call Eulene Long at (213) 865-2747, or track me down on my travels!



By Chuck Clayton

Wes Cooley, the *bête noir* of motorcycle journalism, caused considerable anguish among American-type racing enthusiasts with his pre-Daytona column, in which he asked the question, "Are factory-prepared motorcycles giving an unfair advantage to certain riders?"

Needless to say, the signed columns in this newspaper represent a wide divergence of opinions, none of which the management necessarily agrees with completely. Readers are best served if all the views are presented and our own opinions are kept to a minimum. That is why we did not state the answer to Cooley's contention at the time the column appeared.

Since then, we have heard from several readers who want to know if Cooley's views are supported by fact, and others who say they emphatically are not true. They have insisted that we state the facts for all to see.

1. All motorcycles are made in factories, therefore they are all "factory-prepared" to a large extent. Regarding the sending of factory engineers to Daytona, the winning Triumph factory sent only development engineer Doug Hele to observe the races.
2. AMA rules permit use of any brake front or rear as long as the distributor of the motorcycle submits photographs showing sanitary installation. The same goes for other components. Disc brakes can be used as well as any approved brake, or any individual can work through the distributor to have a new brake approved. The oil cooler used for the past four years on road-racing Triumphs is adapted from a Chevy Corvette oil cooler and is available to one and all.
3. As for the motorcycles which won Daytona's recent 200 miler, Mr. Cooley can indeed buy one. They are available to every customer at his nearby Triumph dealer. Ask for the 1967 T100R Daytona Super Sport model and you can modify it exactly the same as Gary Nixon's, if you have the talent. The factory jobs started out as stock motorcycles, we are assured. There were no special parts used which could not be duplicated by a private individual.
4. The "special" steering dampners on the Daytona Triumphs, contrary to the information reported by the British press, were standard Girling units which have been used the past 4 years.
5. Nobody we spoke with thought that FIM rules unfairly match riders against factory specials, since the same rules apply to all. AMA rules differ primarily in that here racing machines (Class C) must begin as machines available to customers in minimum lots of 100 in this country. If Count Agusta wanted to send 100 MV 4's, for example, he could get them approved for racing in the AMA. Presently, however, 500cc machines are limited to 4 speeds. The rules no longer say that a Class C racing machine has to be a counterpart of a road machine, with headlights and horn, etc.
6. Finally, if there were any hanky-panky going on as Wes suspected, someone would have protested the winner, or any competitor could have claimed Nixon's machine for the unexotic claiming price of $2,000 according to AMA rules. Since neither of these safeguards were invoked, we must assume that all the runners-up felt that they were beaten fairly and squarely.
7. If it is true that exotic factory specials will provide a "shot in the arm" for road racing by increasing spectator appeal, as Cooley believes, then we shall with great interest compare the crowd watching ACA and AFM events, where exotic machinery is allowed, with the spectators at AMA road races.
8. Misters Hailwood and Agostini would probably like to race here as much as we all would like to see them come. I am assured that they would be given AMA Expert licenses if they applied for them, on the basis of their considerable experience and fame. Trouble is, they would be kicked out of the F.I.M. if they tried it, for it is not generally known in this country, but the F.I.M. is far more authoritarian and shows less sign of liberberalizing than our AMA.

* * * * * * * * * * * * * * * * * * *

We have even been accused of fomenting dissension within the motorcycle family by allowing Wes Cooley to air his views in our pages. We believe that some dissension does exist, but that it existed long before we began publishing a newspaper for motorcycle enthusiasts. We even suspect that by letting these views be read, it has served to reduce the misunderstandings that used to exist. We have strong evidence to indicate that our readers are above the average in intelligence. We think that they are able to sort the wheat from the chaff in our columns and that they appreciate the fact that nobody is trying to conceal anything from them, be it rumor, opinion or crystal-clear facts.

COOLIES COLUMN

By Wes Cooley

One thing I can't understand, is that with all the excellent talent in Daytona, why didn't one of the local manufacturers who sponsored many riders at Daytona have the good sense to contract for Buddy Parriott to participate on one of their machines? Needless to say, Buddy, without a doubt, is probably one of the best road racers in the country, and he is just as good on a lightweight as on a big bore. This was proven again at the recent Willow Springs Road races by his lightweight win in the 125cc class on a Bultaco as well as his 500cc win on a Norton Twin. It just doesn't make sense that this kind of talent is overlooked.

Another rider I feel has been doing an excellent job and would have done well at Daytona, at least far better than many of the sponsored riders, is Steve McLaughlin on his 250cc Kawasaki. Of course, Steve would not have qualified for expert, but he probably would have won the 250cc Novice event.

We could go on to some extent, naming other top qualified road racers who have gained their experience in Southern California, either with the ACA or the AFM, who could have probably gone out and beat the pants off some of the top professional riders who were chosen. It's just too bad that the sponsoring manufacturers don't realize some of the talent that is available.

"Hooray" For Harley-D

Of course, these boys don't get all the publicity the others do, but we've seen it in the past, and I'm sure some of you have read it in this newspaper, where various top professional racers have participated in our local events and been thoroughly thrashed, not just once, but repeatedly. I've often wondered, do the manufacturers really want to win these races or do they have some kind of contest between them to see who can hire the most popular or most publicized rider who might be excellent in dirt events or half mile, but have never had any experience in road racing?

At least we can say that one manufacturer, and this is hard to say, but Harley-Davidson was smart enough to recognize the talent of Walt Fulton III, even though he has never been a "big gun" in the AMA, but is an excellent road racer. He has had all of his training and experience on the west coast, racing with the two road racing organizations here. Maybe some of the executives of the other sponsoring manufacturers will take a lesson from this young man's achievements. Do they really want to win with experienced riders, or do they want to have the prestige of having name riders participating on their equipment?

GREENHORN 1866

Greenhorn 1968 (if the Sierra Club wins.)

ROSS' RACES

The banner has fallen and 250 desert riders start off through the sand.

By John Shedd

It was a long line, as 250 desert riders anxiously awaited the drop of the big Greeves banner and the start of Jack Ross' hare scrambles. The place: Jack Ross' Ponderosa – The time: Easter Sunday, 10:00 a.m. – The reason: The worlds greatest sport.

Pondering the Ponderosa trail.

As the starting line formed, riders checked their gear and made last minute adjustments. Shorty after 10 o'clock, the smoke from the bomb drifted high into the air over the soft desert sand and the sleeping engines roared to life. All eyes were on the banner, as everyone waited for the most exciting type of start in motorcycle racing. There is nothing else quite like this massive single line start to envelop one in the suspense of desert racing. The banner fell, the sand flew, and man and machine pitted themselves against each other and the barren desert. It was anybody's guess who led the way to the smoke bomb, but when the first little cloud of dust came rolling back from the first of the two 13 mile loops, it was following Bud Ekins. Ekins had a good lead as he powered his way back through the sand for the second loop, facing another grueling 13 miles and the small bike traffic.

A Cloud Of Dust

Minutes after the open class plowed off into the desert and the dust had cleared, the banner fell for the second time and the trail bikes were on their way. As the engines faded from hearing and all that could be seen from the starting line was a monstrous cloud of dust, the spectators scampered out along the trails awaiting the return of the riders from the best vantage point they could find.

With many of the trail bikes still coming in from the first loop, Rich Thorwaldson, perhaps warming up for the Ascot opener on April 7, came storming past the finish to win first overall on a Bultaco. Jack Ogle, also Bultaco mounted, captured second but he was closely pursued by a pair of big bores piloted by Marvin Steele and Steve Mc Queen. Eyes were straining looking for Ekins, but it seems Bud was experiencing mechanical difficulties.

Wes Anderson, Jr., who led the first loop was still doing one whale of a job as he took the trail bike win one and a half minutes ahead of Cleve Thomas. There is a funny little story about Wes. It seems he was riding a Yamaha, sporting C-Z forks, which was loaned to him by Barry Eisenberg. Barry had raced at the Ponderosa eight times but hadn't finished any of them. Wes proved that the machine was capable of a win and said the fork change made a great handling improvement.

Out of 250 entries only 144 finished. Ninety-three of the finishers were in the open class, and trophies were presented all the way back to the 74th place. Of the 104 trail bikes only 51 finished not even using up all the trophies Jack had for the class. Thirteenth in the trail bike class was Sandra Termin, who was the first gal to take the checkered flag.

Ray McCarty rode strictly stock 100cc Yamaha trail bike (lights, mirror, etc.), finished 17th out of 107 entries.

McQueen's Metisse

After the race, I had a chat with Steve McQueen, and I suppose I asked him the same question that everyone else does. "How do you like your Metisse?" Steve feels that his machine, which was set up by Bud Ekins, is the greatest thing going on two wheels. He says he is only a layman when it comes to motorcycles, but he feels the machine is at least eight years ahead of its time. Steve may class himself as a layman, but his riding ability is far above it. Not knowing his position between racing and studio contracts, which we had discussed before the race, I asked him if he would like to have his name withheld from publication. His answer: "Hell No! I'm proud to be a part of this sport." McQueen says that, "Motorcycle racing is the worlds greatest sport and has the worlds greatest sportsmen". Jack Ross' Ponderosa hare scrambles was no exception, and another of his races enter the pages of the past.

(Results on page 16)

Triumph Metisse enthusiast Steve McQueen (center) is flanked by Modern Cycle's Harvey Tow (left) and Gordon Karrel.

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ELSINORE NIGHT LIFE

By Don Wallen

The first scrambles of the spring was moonlit and well attended. Elsinore hosted the largest group of spectators and rider registrations of the year, with the promise of good-sized events when summer weather comes along. The course drew quite a few compliments from the riders for its smooth and fast condition. It seems more and more riders are using these Saturday night races to get ready for the District 37 Nationals to be held at Elsinore on April the 9th.

Powder Puff Invasion

A newly-formed club, the Powder Puff Association, came out in force with 6 out of 10 members in attendance. The gals have good organization, keeping the size of the bikes to 100cc, most of them starting with about the same experience. The gals all wear the same color jumpers and have their own referee. I must say this club adds something nice to the races that was never there before.

The track set up three Motos for the Powder Puffers and gave one trophy, which went to Tiny Doron on a Suzuki. Winners of the other two were Eulene Long on a Yamaha and D. Connaly on a Hodaka. All in all, the gals showed a lot of sportsgirlship and very smooth riding. To other gals who want a ride too, call Eulene Long, the club president, at 865-2747.

Expert At 14

The usual large field of 100cc riders came out for the fun, plus a few others. Rusty Burkert on his trusty Hodaka fought hard all night to keep ahead of the competition, riding in the Novice and Expert classes for two firsts and one second place. Rusty had lots of competition in the Expert ranks in P. Wood on a Yamaha with a close second, and R. Wiley on a Honda in third. In the Novice ranks, J. Phillips on a Bridgestone finished second to Burkert with B. Frauenberger on a Jawa in third. Because of Rusty's win in the Novice ranks he now becomes an Elsinore Expert so, for a 14-year-old boy, that's hard riding!

250 Experts

Judging from the preliminary heats, the man to watch in this class and often a threat was Chuck Coye, Husky-mounted and winning his first heat easily, and going away. Chuck was heard saying that the first ride of the night "felt just like it looked." The second heat saw C. Hatcher starting in first, Coye pushing hard and D. Russell third, when Hatcher's Bultaco suddenly froze up. The resulting slide stopped all three bikes in short order. D. Hensley, who also "threw it away" in this heat, was overheard saying "What happened?"

The eventual winner of the Main was E. Olesen on a Montesa, doing a fine, smooth job, with D. Russell, Bultaco-mounted, running second and B. Duryea on a Bultaco in third.

Open Expert Semi

Strangers to Elsinore for a while at least, and out for a ride on the experimental Don Jones BSA was Don's son DeWayne, doing a good job in the first heat, winning it going away. In the Main, DeWayne got a slow start and had to come up from last to get a second in back of L. Wilburn on a Triumph.

Bits And Pieces

All the way from Florida is T. Howe on a Harley-Davidson, and this was his first ride at Elsinore. Out here to make his home, he enjoyed the course very much and will be back ... Coming down from Las Vegas again with C. Hatcher was Harley-mounted Tom Jones, fresh from a win at Phoenix at the TT Championships, Novice class ... It looks like Gordon Musselman has found the right combination in view of a solid second place in one moto and much improved speed all night on his Montesa.

(Results on page 16)

THE RUMOR MILL

WOULD YOU BELIEVE?

...That the first step in a two-million-dollar racing complex in Portland, Oregon, will be construction of a half-mile flattrack and TT course to match Ascot? It could be ready for late-season races.

* * * * * * * * * * * * * * * * * * * *

...That the reason behind cancellation of a scheduled "motorcycle edition" of the L.A. Times — to have been a tie-in with a local M/C show — was resignation of the show's public relations man?

* * * * * * * * * * * * * * * * * * * *

...That Jim Hunter is looking for a 250cc two-stroke to ride in local scrambles? "I've finally seen the light," says Jim.

...That C. R. Axtell and Gary Bray, tuners of the top three BSAs at Ascot, will both celebrate their birthday on April 7th, the day that flattrack season opens?

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79n on his Honda didn't win the 200/250 Amateur, but it sure wasn't from lack of trying. Note the fine feet-up form.

THE DUSTY MUD SCRAMBLES

Report & Photos by Doug Richmond

As late as Thursday night the Sacramento Trackers were seriously debating the question: Whether or not to call off the upcoming Sunday Scrambles on account of inclement weather and a muddy track. Luckily the "take-a-chance" heads prevailed, because the rain valve remained off until race day.

But just about everyone — including quite a few locals — expected mud, so knobbies outnumbered 'regulars' by about 7.35:1.

When we pulled up to the track early Sunday morn conditions were just right. No dust, pretty fair traction, and a promise of fair skies.

The course was laid out at the rodeo grounds on the right side of old 99E going north, about 8 or 9 miles out of Roseville, California. As the available area is somewhat limited, the course is not too long and crooked as a dog's hind leg. From the air it probably looks like it was designed by the same guy who lays out the freeway interchanges.

I'd say it has about three times as much curve as tangent. Unlike most flat scrambles tracks, it was not fast, but it was a lot of fun for the riders and (barring the dust) fine for the spectators.

As the day wore on the track got drier and drier and dustier and dustier—nobody had given any thought to a water wagon, and under the circumstances you can't blame 'em. Personally I'd have guessed a waterwagon to be as useless as sled dogs in the desert, and I'd have been wrong as wrong can be.

The outstanding races of the day were the 200/250 Expert where Gordon Kuhnle (A) and Jean Conant (40g) went 'round and 'round together — I have three negatives made on three different laps of them coming over the jump head-to-tail. But Gordon held his lead and won.

And the Powder Puff.

The Powder Puff dispelled any ideas I may have had about the gals really trying. Debbie Jackson (1u) tried and tried and finally nailed Alice Grant (78j) on the last lap. I hope the girls had as much fun running that event as we did spectating.

Close One For Jim

Every race has its heartbreaker — in racing as in life, the good guys don't always win.

Big Jim (127w) runs in the 350 novice class and hasn't had much luck. To be precise, he hasn't had any good luck. He has never won **anything** and it sure isn't from lack of trying.

But when he came in 4th, 6th, dead last, or even when he got off hard, he always gave a broad, gap-toothed grin and said, "Well, you guys beat me this time, but next go-round I'm gonna show the whole bunch the way home."

This time we thought he had done it at last. He got off to a pretty good start, picked off a couple of guys and took the lead nice as pie about the fourth lap. He was making as good a ride as I've seen anyone make — cool, calm, doing everything right and doing it at the right time — and I was ankling toward the finish line to get a shot.

Gordon Kuhnle (A) and Jean Conant (40g) went 'round and 'round like this lap after lap.

The No. 2 man was riding a little over his head and overcooked the jump, hitting Jim's back wheel and putting them both off. Bill-the-Shoe (33c) was just far enough back to see what happened in the dust and he was able to thread his way between the men and machinery spread out on the track and go on to win.

Don Murray (58c) was right behind Bill and his vision was obscured by Bill's dust. When he came off the jump he came down on top of Jim's Honda and that made third man out.

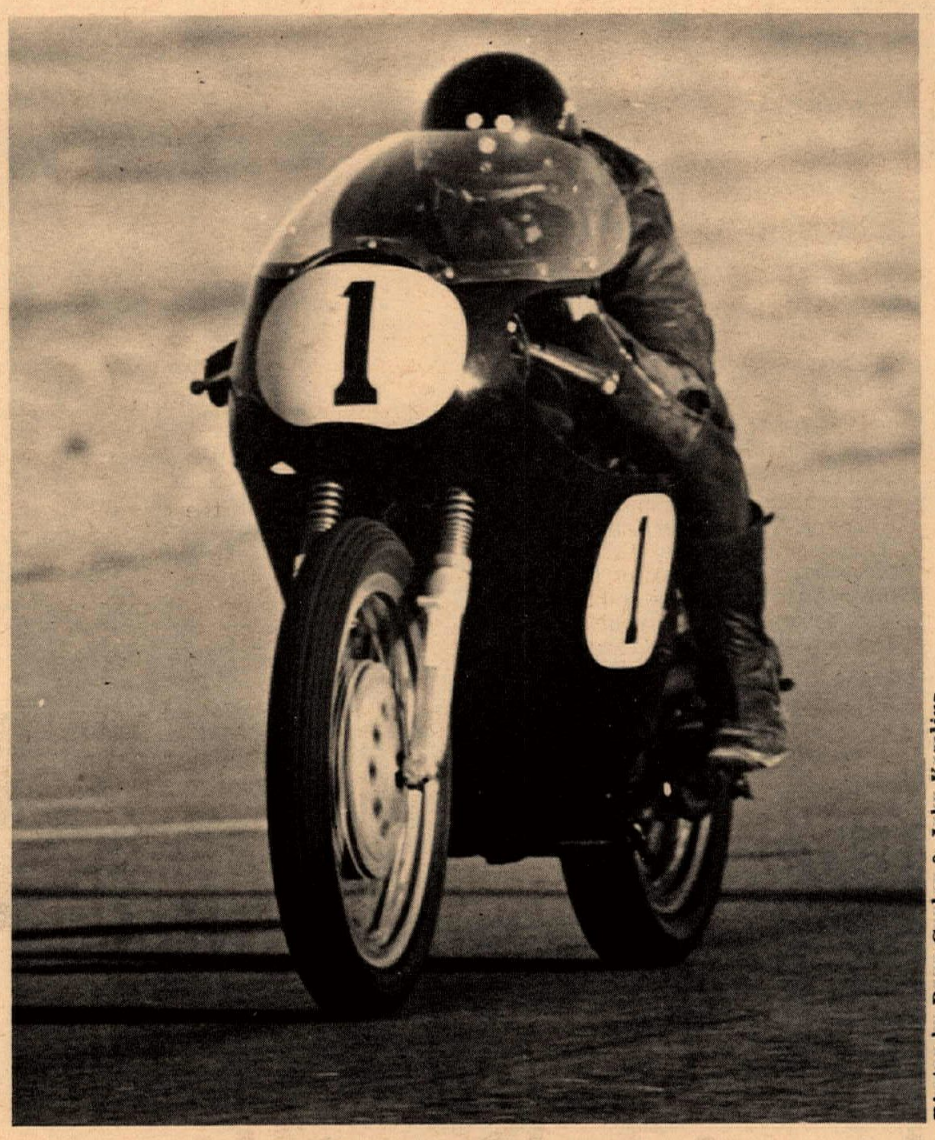
Next scrambles I attend I fully expect Big Jim to greet me with the usual grin and say, "Well, this is the day I'm gonna win."

I hope he does.

(Results on page 16)

3rd ANNUAL CHALLENGER ROAD RACE ******** AT WILLOW SPRINGS ********

Sunday, March 19th was an absolutely beautiful day for racing at Willow Springs Raceway. In fact, it was ideal. The early spring weather was especially nice for the 3rd Annual ACA Challenger, at which the events are run in a counter-clockwise direction.



Photos by Dave Gooley & John Karalius

Buddy Parriott won both 125 and 500.

Parriott Persistent

Outstanding rider of the day, and justly so, was the #1 rider in last year's competition, Buddy Parriott. Buddy captured the 125cc event after a tightly contested race, with Bruce Shaw running second. Parriott was riding a new Bultaco; Shaw was Honda-mounted. He also captured the senior event of the day by winning over-all and first in class on a 500cc Norton twin. In hot pursuit, first in class and second overall, was Dale Alexander on a Harley-Davidson.

In the lightweight event, Don Anselm had a clean win, both in the main event and the heat race, on his 100cc Yamaha, beating last year's 100cc production champion, Jeffrey Pasternak, also Yamaha-mounted. The 50cc class went to Tony Nicosia (Honda). In the 175cc class, Steve Galbraith on a Yamaha took over in the absence of his brother and came through with a win for Power Research.

The 250cc class looked as though it would be hotly contended. In the heat race, Steve McLaughlin and Ned Marandino, as well as Marv Fleming, were in hot pursuit of front-runner Bob Barker, on a Yamaha, but couldn't quite catch flying Bob in this short event. However, in the 250cc main, Steve got off to a good start on the Kawasaki and wasn't Challenged except in the very beginning. Strong second place this time went to Bob Barker on a Yamaha.

Ned Marandino had switched from his usual Bultaco mount to a Kawasaki and finished third, even though he was almost last off the line. One of the local riders from Lancaster, Marv Fleming, Yamaha-mounted, finished in fourth place. This was only Marv's second road race event and he looks like an up-and-coming road race champion; at least the last two events in which he has participated point this way.

New Suzukis Come On

The 350cc class was handily won by P.J. Bosarge on a 305 Honda. In the lightweight production event, the new Suzuki X-5, really dominated the event, with a double win first and second for the Damron brothers, Dave coming in first and Jim second, beating out last year's defending champion in the 250cc class, Barry Provisor.

In the open production event, the winner was Jerry Winters on a Harley-Davidson, and second place went to Hugh McLean, last year's defending champion, also Harley-Davidson mounted. It is pretty tough in some cases to fight against that sheer horsepower, but both Jerry and Hugh were given a pretty good scare by 500cc Honda mounted Anthony Herbold. However, Anthony made a slight mistake on the last turn going into the straightaway, went wide and never quite regained his front running position.

The next road race event sanctioned by the ACA at Willow Springs will be held on April 16th.

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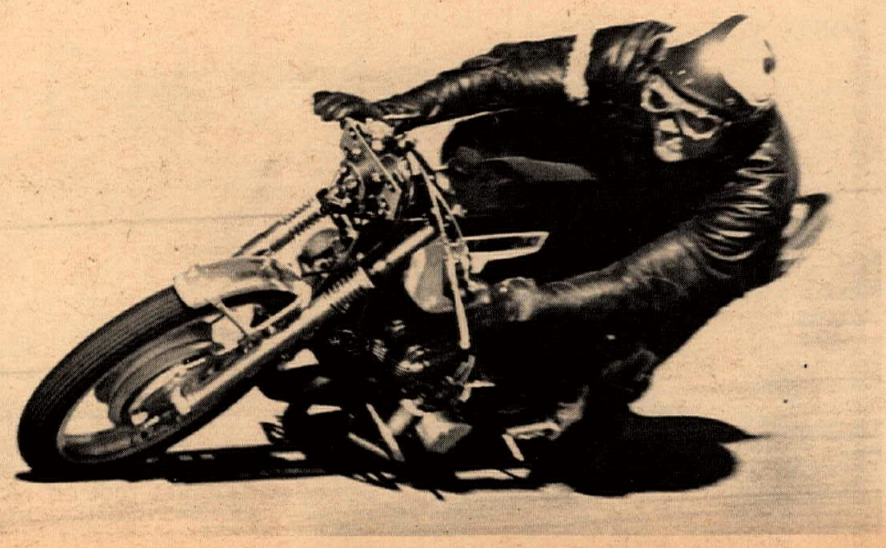


Winner of 250 class, Steve McLaughlin.

QUESTIONS AND ANSWERS

By the Answer Man

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

QUESTION: *Please explain the principles of operation of the compression release on two-stroke motorcycles. G.T. – Vista, Calif.*

ANSWER: When a compression release is activated, large quantities of air are drawn into the engine and then transferred to the cylinder. The engine labors to expel the incoming masses via the exhaust; however, its only power to do so is the enertia it has retained after being shut down. Actually, your two-stroke has become a hard working air pump. The braking effect is tremendous!

QUESTION: *I have two questions on the Matchless scrambler single, 30.50 cu. in. engine. Would it harm the engine by removing the flutter valve from the engine breather and run a hose from the breather tubing to the top of the oil tank? You would then have a breather from the oil tank to the open atmosphere.*

Would it be possible to install the latest type of oil pump in a 1956 engine? Also would it be possible to put one in a 1954-55 longer stroke engine? R.S. – San Diego, Calif.

ANSWER: There would be no harm done in venting the Matchless engine in the manner you describe. To obtain the same results without modifying the existing breather, you can purchase a Webco rocker cover with a vent attachment that works easily and looks neat. If you pursue the hose and tank system, make sure that the oil tank is adequately vented!

It would not be possible to install the latest model oil pump without the purchase of new crankcases and one half of a crankshaft. The cost would be virtually greater than the value of the engine.

HODAKA

THE ONE THAT KEEPS ON WINNING (No Fooling)

HODAKA RESULTS

Hare Scrambles Sunday March 19

TRAIL BIKES
1. JACK MORGAN HODAKA
2. FRANK MORGAN HODAKA
3. NORM BENHAM HODAKA
4. TOM FEE HODAKA
5. TOM RUDDY HODAKA
6. JACK JOHNSON HODAKA
7. CLEVE THOMAS HODAKA
8. ROY BARNETT HODAKA
9. PET FOSTER HODAKA
10. DICK WRIGHT HODAKA
11. J. MARONEY Jr. HODAKA
12. WM. LINDSEY HODAKA

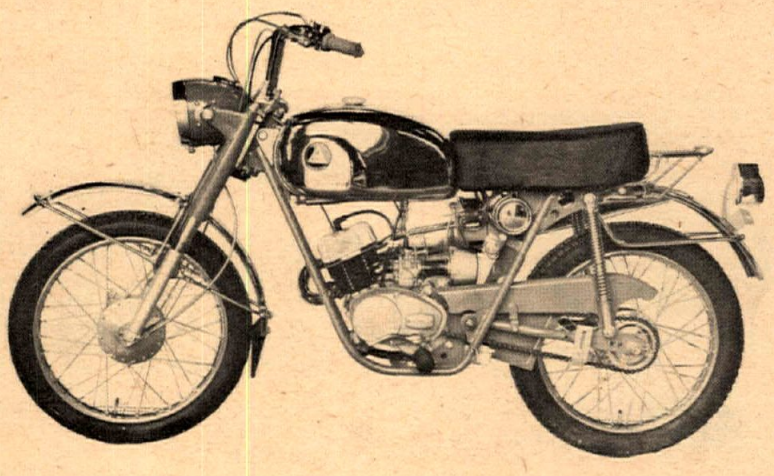
S.C.T.A. English Trial Sun. Mar. 19

AMATEUR ULTRA LIGHTWHT
1. CHARLIE HOGUE HODAKA
3. DEXTER KINNAIRD HODAKA

AMATEUR WOMEN
1. JOAN WILSON HODAKA

High Boots M.C. Scrambles Sunday March 12

90 "A" MAIN
1. J. PAYNE HODAKA
4. M. CHIARA HODAKA
5. P. VANDENBERG HODAKA
6. G. GAST HODAKA
7. R. NOORGAARD HODAKA
8. J. GRACE HODAKA
10. C. GRIZZLE HODAKA



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SIDEWINDERS SCRAMBLES

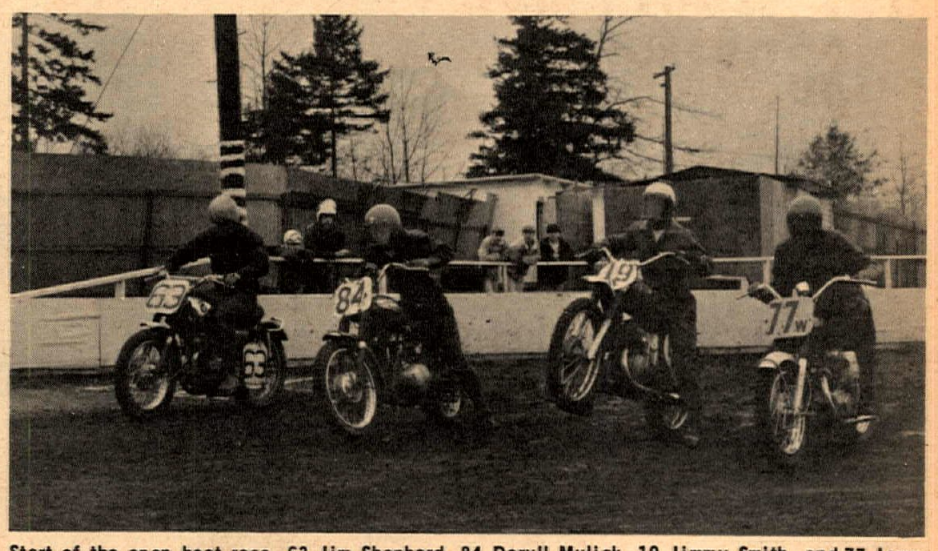
Photos & Report by Gil Ortmayer

Fifty-one riders in four different classes braved a cloudy damp Sunday afternoon to try their skills on the side hill track of the Portland Sidewinders M-C Club.

A blistering pace was set by "Little" Jimmy Smith in both the 250cc and Open classes on his 250cc C-Z. Touring the short rough track with the ease that makes experienced experts shudder, Jim led five of the six races he entered and placed second in the sixth after avoiding a fallen rider. On the last lap of the Open trophy dash Jim on the outside, Jerry Kouvo and Daryl Mulick were elbow to elbow coming off of the hill portion of the track into the corner at the bottom when Mulick tagged Kouvo, knocking him down. Jim went to the outside of the track to avoid Kouvo's bike, then continued on to get a second. Referee Mort Becker called it a foul on Mulick's part, forcing him to forfeit the win.

Let us not forget the "Thompsons Three," Lee, Mike and Jerry. Always a pleasure to watch, the Thompsons were present again to add color to the excitement. Jerry and Lee were on their 160 Hondas, while Jerry's boy Mike was mounted on a 200cc Bultaco.

Winner of 250cc heat race, Lance Morgeson navvys around turn one.



Start of the open heat race, 63 Jim Shephard, 84 Daryll Mulick, 19 Jimmy Smith, and 77 Jerry Kouvo vie for positions.

Jerry was leading on the first lap of the 175cc heat race, when his throttle stuck and he had to lay it down. Doing so, did he slid into the track wall but managed to get everything straightened, his bike started and was able to pass the two last place riders to precede Jack Mott and brother Lee across the finish for a third.

Mike Thompson on his 200cc Bultaco for the first time since rebuilding it wasn't quite fast enough to get a win in the heat race, but made good a second chance to enter the A-Main by winning the crowded, crash filled 250cc Semi-Main. A four bike crash on the first attempt to run the Semi-Main eliminated Jim McDougal and his C-Z. On the restart, Mike sailed off to an early lead and continued to widen it throughout the race. In the A-Main, while running close behind Jimmy Smith, he met with some bad luck when an ignition wire parted, causing him to drop out of contention.

A steady drizzle started during the running of the 250 A-Main and subsided at the end of the Open A-Main as if to add an extra hazard for the day's best to contend with.

A crowd of about 350 braved the cool weather and were certainly not disappointed with the days results.

Why Indeed!

This was the first of what may be the last three races at the Portland track. The Portland Sidewinders have been ordered to appear in court April 25, 1967 to show cause why they should be allowed to continue racing at this track. It seems of little consequence to a few residents (the closest one is ½ mile in the opposite direction of the only access route to the track) and a county commissioner that this is considered the only reputable track in the Portland area. However, during the ten-plus years, the Sidewinders have been in existence they have been under pressure by a few diehards that are blind to any reason why motorcyclists should like to enjoy their sport as much as anyone else. We the cyclists would rather enjoy our sport where we are the least nuisance and benefit the most, but feel that we have been pushed far enough.

(Results on page 16)

Jimmy Smith and his 250 C-Z shined in both 250 and open classes.

Mike Thompson proved his ability by winning the 250cc semi-main.

RESULTS

All results unofficial unless otherwise noted.

SOUTHERN CALIF. TRIALS ASSN. ENGLISH TRIALS RESULTS
Pacoima Canyon Mar. 19, 1967

Finish	Name	Pts Lost	Bike & Size
AM. ULTRA LIGHTWEIGHT			
** 1.	Charlie Hogue	15	90 Hod
** 2.	Tom Stowers	26	80 Yam
** 3.	Dexter Kinnaird	29	90 Hod
** 4.	Steve Bell	30	90 Hod
** 5.	Larry Smith	35	80 Suz
** 6.	Cary Lewis	38	90 Hod
7.	Scot Kinnaird	41	80 Suz
8.	Richard Deats (tie)	44	90 Hon
8.	Brian Akers (tie)	44	80 Yam
10.	Roger Addington(tie)	47	90 Bri
10.	James Nelson (tie)	47	80 Yam
12.	Geoff Hammond	55	90 Hon
13.	Bob Nelson (tie)	64	90 Hod
13.	Bob Bergstrom (tie)	64	80 Yam
15.	Dennis Harper	67	90 Yam
16.	Joel Antworth	68	80 Yam
17.	Bill Moore	69	80 Yam
18.	John Van Beveren	71	80 Yam
	Jerry Zernickow did not finish		
**Denotes award winners			
MASTER			
** 1.	Joe Lavigne	8	250 Dot
** 2.	Jim Wilson	10	200 Tri
3.	Dick Eaton	15	250 Tri
4.	Bob Kulek, Sr.	17	200 Tri
5.	Dick Murray	18	250 Spr
6.	Jack Ward	19	200 Tri
	Bob Lersch did not finish		
	Ralph Moore did not finish		
EXPERT			
** 1.	Brian Slark	18	90 Hon
** 2.	David Evans	19	250 Bul
** 3.	James Smith	21	200 Tri
** 4.	Don Morgan	24	350 Mat
5.	Sig Erson	27	250 Gre
6.	Robert Nickelsen	28	250 CZ
7.	Will Stowers	31	250 Gre
8.	Jim Cameron	32	175 Mon
9.	Forest Wilson	38	250 Gre
10.	Jim Young	44	90 Hod
	Don Saltmarsh did not finish		
AMATEUR WOMEN			
** 1.	Joan Wilson	15	90 Hod
** 2.	Nancy Walters	20	55 Hon
** 3.	Carrol Stone	21	80 Yam
4.	Jacqualine Mobley	30	100 Bul
5.	Rickie Fry	32	80 Yam
AMATEUR LIGHTWEIGHT			
** 1.	Neal Gilleran	8	250 Gre
** 2.	Richard Wiley	11	250 Bul
** 3.	Warner Mobley	14	250 Gre
** 4.	John Walters	15	250 Hon
** 5.	Enzo Martinelli	20	250 Gre
** 6.	Tom Bell	22	250 Bul
7.	Larry Berg (tie)	28	250 Bul
7.	Jackson Soffa (tie)	28	200 Bul
9.	Floyd Merrell	30	250 Bul
10.	Francis Barnett	36	200 Fan
11.	Duane Stone	37	250 Gre
12.	R.W. Fry	38	250 Gre
13.	Roy Sheridan	44	200 Tri
14.	Fred Hehr (tie)	45	200 Tri
16.	Charles Cottle (tie)	45	200 Bul
16.	John Tygret (tie)	49	200 Tri
17.	Bob Curry (tie)	49	200 Tri
18.	William Baxter	53	440 BSA
19.	Terry Chatelle	55	118 Suz
20.	Don Lawrence	58	175 Bul
21.	Bill Martin	72	250 BSA

SACRAMENTO TRACKERS SCRAMBLES
Roseville, Calif. Mar. 19, 1967

100cc NOVICE
1. Mainer Richards
2. Earl Grant
3. Tony Ranieri

100cc AMATEUR
1. Roger Smart
2. Delno Becker
3. Ralph Guitierrez

200cc NOVICE
1. Jerry Baugh
2. Jim Denny
3. Robert Hoffman

250cc NOVICE
1. Ray Vatne
2. Charles Storm
3. Neal Butler

200-250cc AMATEU
1. Robert Hosstine
2. Garry Willis
3. Mike Ellis

350cc NOVICE
1. "Bill-The-Shoe"
2. Ron Davis
3. Duane Sandine

500cc NOVICE
1. Stan Stanton
2. Tom Murphy

650cc NOVICE
1. Conrad Saxelby
2. Dale Gray
3. Jean McFarland

500-650cc AMATEUR
1. Dan Davis
2. Jim Saitone
3. Ken Boyer

650cc EXPERT
1. Lloyd Huchas
2. Wayne Armstrong

POWDERPUFF
1. Debbie Jackson
2. Alice Grant

HARE SCRAMBLES
March 19, 1967

1.	J.N. Roberts	Hus	500cc Ex
2.	Bob Belt	Gre	1st 250cc Ex
3.	Oliver Angel	Tri	1st 500 Am
4.	Ken Knudesn	Tri	1st Op. Ex
5.	Mike Patrick	Nor	Op. Ex
6.	Gene Dempsey	Tri	Op. Ex
7.	Len Miller	Tri	1st Op. Am
8.	Steve Hurd	Mat	500 Ex
9.	Keefer Flanner	Tri	Op. Am
10.	Bruce Lewellyn	Tri	Op. Am
11.	Bud Ekins	Tri	Op. Ex
12.	Steve Kirk	Tri	Op. Ex
13.	Jim Martino	BSA	Op. Ex
14.	Jack Ross	Tri	Op. Ex
15.	Don Watkins	Gre	250 Ex
16.	Dave Lewis	Tri	500 Am
17.	O.A. Cole	Tri	1st Op. Nov
18.	Stanley Phillips	Bul	1st 250 Nov
19.	Bob Stewart		Op. Am
20.	Bob McLaughlin	Hus	500 Ex

HI BOOTS M/C SCRAMBLES
San Diego, March 12, 1967

90cc "A" MAIN

*J.	Payne	Hod
*R.	Fisher	Yam
*D.	Freitas	Yam
M.	Chiara	Hod
P.	Vandenberg	Hod
G.	Gast	Hod
R.	Norgaard	Hod
J.	Grace	Hod
C.	Byers	Hon
C.	Grizzle	Hod
J.	Flegle	Hod
P.	Donohoe	Bri

90cc "B" MAIN

*B.	Norgaard	Hod
*D.	Birkenbach	Hod
*T.	Thompson	Hon
N.	Glasgow	Hon
E.	Neff	Hon
E.	Wheelock	Yam
C.	Robbins	Yam
C.	Claydon	Hod
M.	Lange	Hod
V.	Hannan	Yam
C.	Eggers	Hod
R.	Darnell	Yam

90cc EXPERT

*B.	Silverthorn	Hod
*J.	Phillipson	Bri
D.	Engstrand	Yam
B.	Henry	Hod
J.	Feuling	Yam
F.	Fujikawa	Bri
B.	Willis	Hon
R.	Simms	V.T.
D.	Armstrong	Hod
J.	Dunn	Bri
T.	Alcaraz	?

200cc MAIN

*D.	Sachs	Bul
D.	Lechien	Bul
B.	Willis	Hon
W.	Ring	Bri
L.	Drake	Bul
D.	Silverthorn	Bul
R.	Roll	Bul
L.	Williamson	Bul
E.	Hereth	Hon

250cc NOVICE MAIN

*S.	Colvin	Bul
*R.	King	Gre
*M.	Burk	Gre
*E.	Barker	Gre
D.	Engstrand	Yam
D.	Bell	Yam
T.	Turner	H-D
B.	Adams	Duc
P.	Cunningham	Bul
J.	Pitman	H-D
P.	Vandenberg	Mon

250cc AMATEUR

*W.	Hosaka	Bul
L.	Williford	Duc
C.	Jones	Eso
C.	Smith	Bul
B.	Duryea	Bul
T.	Bohler	Yam

250cc EXPERT

*B.	Silverthorn	Mon
D.	Mills	Bul
J.	Willis	CZ
W.	Ring	Ben
F.	Roach	Bul
L.	Bishop	Bul
J.	Apple	H-D
D.	Woods	Eso
J.	Phillipson	Suz

500cc NOVICE

*L.	Pennington	Hon
*T.	Dailey	BSA
*M.	Nelson	Mat
D.	Harding	Hon
D.	Border	Tri
F.	Betterton	Hon
K.	Fox	Hon
R.	Daynes	Hon
O.	Hilley	BSA
W.	Lundquist	Tri

500cc EXPERT

*R.	Stinnett	BSA
*G.	Admire Jr	Hon
S.	Cooper	Mat
R.	Martin	Eso
D.	Clemo	BSA
D.	Tinan	Mat
M.	Gooding	Mia
A.	Finan	Mat
R.	Nichols	Tri
R.	Dodson	Tri
L.	Cain	R.E.
D.	Burton	Tri

OPEN NOVICE

*B.	Smith	Tri
J.	Barrer	Tri
R.	Madden	Tri
J.	Payne	Tri
B.	Gordon	Tri

OPEN EXPERT

*M.	Carter	Tri
D.	Matthews	Nor
R.	Mills	Tri
G.	Brown	Tri
D.	Clemo	Tri
W.	Shiefer	Tri
J.	Apple	Mat
F.	Williamson	Tri

POWDER PUFF

*C.	Gooding	Hod
S.	Newsom	Hod
C.	Chiara	Hod
S.	Faucher	Hod
M.	Whitten	Yam
N.	Flegle	Hod
C.	Fujikawa	Bri

*Denotes Trophy Winner

S.C.T.A. ENGLISH TRIALS
Pacoima, March 19, 1967

	Pts.lost	
MASTER CLASS		
1. Joe Livigne	8	Dot
2. Jim Wilson	10	Tri
3. Dick Eaton	15	Tri
EXPERT CLASS		
1. Brian Slark	18	Hon
2. Dave Evans	19	Bul
3. James Smith	21	Tri
4. Don Morgan	24	Mat
AM. LT. WT.		
1. Neal Gilleran	8	Gre
2. Dick Wiley	11	Bul
3. Warner Mobley	14	Gre
4. John Walters	15	Hon
5. Enzo Martinelli	20	Gre
AM. ULTRA LT. WT.		
1. Charles Hogue	15	Hod
2. Tom Stowers	26	Yam
3. Dexter Kinnard	29	Hod
4. Steve Bell	30	Hod
5. Larry Smith	35	Suz
AM. WOMEN		
1. Joan Wilson	15	Hod
2. Nancy Walters	20	Hod

ACA 3rd ANNUAL CHALLENGER ROAD RACE
Willow Springs, March 19, 1967

50cc CLASS I

1.	Tony Nicosia	Hon
2.	Colin Jones	Hon
3.	Terry Grotefeld	Hon

50cc CLASS II

1.	Steve Ricketts	Toh
2.	Myron Capalite	Toh
3.	Jerry Senseman	Toh
4.	Skip Talbot	Suz

100cc CLASS

1.	Donald Anselm	Yam
2.	Jeff Pasternak	Yam
3.	Dennis Anderson	Yam
4.	Val Howard	Yam
5.	David Klippel	Yam
6.	Robert Caldwell	Hon
7.	Jere Robinson	Suz
8.	Scott Gerhardt	Yam

125cc CLASS

1.	Buddy Parriott	Bul
2.	Bruce Shaw	Hon
3.	Myron Tracy	Hon
4.	Bob King	Toh

175cc CLASS

1.	Steve Galbraith	Yam
2.	Russell Wong	Hon
3.	Donald Marandino	Ossa
4.	Ray Frost	Mon
5.	Jere Robinson	Hon
6.	Ron Littlefield	Hon
7.	Dave Allee	Hon

250cc CLASS

1.	Steve McLaughlin	Kaw
2.	Bob Barker	Yam
3.	Ned Marandino	Kaw
4.	Marv Fleming	Yam
5.	Dick Kilgroe	Suz
6.	David Damron	Suz
7.	Donald Hode	Duc
8.	Ellis Bole	Yam
9.	Bernard Brinkworth	H-D
10.	Richard Fox	Yam
11.	Tony Nicosia	Suz
12.	Ruben Portillo	Duc
13.	Vincent Noone	—
14.	Doug Van Tassell	Duc
15.	James Bassey	Suz

350cc CLASS

1.	P.J. Bosarge	Hon
2.	Bernard Brinkworth	Hon
3.	Bob Bender	Hon
4.	Joe Brand	Hon
5.	James Chen	Hon
6.	Fred Wunderlick	Hon

500cc CLASS

1.	Buddy Parriott	Nor
2.	Bob Barker	Nor
3.	Dick Kilgroe	Hon
4.	Pete Gray	BSA

OPEN CLASS

1.	Dale Alexander	H-D
2.	James Bassey	H-D
3.	Hugh McLean	H-D
4.	Jerry Winter	H-D
5.	J.D. Williams	Nor

PROD. LT. 50cc

1.	Steve Knight	SIS
2.	Jere Robinson	Suz
3.	Sid Chambers	Mon
4.	Bill Giles	Suz
5.	Lawrence Singer	Ita

100cc

1.	Paul Wilde	Yam
2.	Roger Baeder	Kaw
3.	Harold Spivack	Ome
4.	Myron Tracy	Hon
5.	Norman Rille	Yam
6.	Stephen McDermott	Yam

175cc

1.	Frank W. Smith	Kaw
2.	Donald Marandino	Oss

200cc

1.	David Damron	Suz
2.	Jim Damron	Suz
3.	Barry Prouisor	Bul

250cc PRODUCTION HEAVY

1.	David Damron	Suz
2.	Pat Hyman	Suz
3.	Shorty Seabourne	Suz
4.	Gary Niwa	Suz
5.	Skip Talbot	Kaw
6.	Harold Spivack	Suz
7.	Jim Damron	Suz

350cc

1.	Dave Allee	Hon
2.	Robert Sharp	Yam
3.	Norman Rille	Yam

500cc

1.	Anthony Herbold	Hon
2.	Phillip McLennon	Vel

OPEN

1.	Jerry Winter	H-D
2.	Hugh McLean	H-D
3.	John McGillivray	Tri
4.	Al Mark	Vin

TRAIL BIKE RESULTS-Unofficial

1.	Jack Morgan	Hod	Ex
2.	Frank Morgan	Hod	Ex
3.	Norm Benham	Hod	Ex
4.	Tom Fee	Hod	Ex
5.	Tom Ruddy	Hod	Ex
6.	Jack Johnson		Ex
7.	Cleve Thomas	Hon	Am
8.	Roy Barnett	Hod	Ex
9.	Pet Foster	Hod	
10.	Dick Wright	Hod	Ex
11.	John Maroney Jr		Nov
12.	William Lindsey	Hod	Am

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CAL POLY PENGUINS MOTORCYCLE CLUB
17th Annual Hi-Mountain Enduro Results
California State Polytechnic College
San Luis Obispo

Pos. Over all	Name	Pos. in Class	Cl.	Make	Pts.
1	Bill Messer	605A	* 1	Tri	989
2	Eddie Day	650A	* 2	Tri	986
3	Nick Nicholson	250A	* 1	Gre	985
4	Dave Ekins	250A	* 1	Suz	985
5	Bud Goosen	250A	* 1	Bul	985
6	Mike Bardon	441B	* 1	BSA	984
7	Doug Wilson	650A	* 3	Tri	984
8	Earl Holbrook	250A	* 2	Bul	983
9	Les West	250A	* 3	Bul	982
110	Les Dunning	500A	* 1	BSA	980
11	Ken McCracken	200B	* 1	Bul	978
12	Bob Steffan	650A	4	Tri	978
13	Bob W. Young	250B	* 1	H-D	977
14	Charlie Brown	500B	* 1	Tri	977
15	Jack Lee	250A	4	Bul	976
16	Joe Kremer	500A	2	BSA	976
17	Ray Ruppel	500B	* 2	Tri	975
18	Gene Burcham	650B	* 1	Tri	975
19	Al McDonald	650A	5	Tri	974
20	Dick Teiben	500B	* 3	Tri	973
21	Dan Theroux	500A	3	BSA	972
22	Wm. R. Morrow	441B	* 2	BSA	971
23	Roger Edward	250B	* 2	Duc	971
24	Kris E. Cox	650B	* 2	Tri	971
25	J.V. Crow	441B	* 2	BSA	971
26	Curt Fisher	650B	* 3	Tri	971
27	Mike Jimenez	200B	* 2	Bul	970
28	Terry Jetton	650B	4	Tri	970
29	Peter O. Smith	650B	5	Tri	970
30	Bob Reddish	650B	6	Tri	969
31	Jack Norman	250B	* 3	Gre	969
32	Emerson Pachaud	500B	* 4	Tri	967
33	Bill Fullmer	650B	7	Tri	967
34	D.A. Wagner	350B	* 1	BSA	967
35	Alan C. Fox	350B	* 2	Hon	965
36	Frank Diaz	500A	* 3	BSA	964
37	Ted P. Lapadakis	650A	6	Tri	963
38	Gary Barrett	250B	* 4	Gre	962
39	Leroy McDonald	650A	7	BSA	958
40	Richard Rodgers	100A	* 1	Hod	957
41	Jim Ruster	250B	* 5	CZ	956
42	W. Dale Knutsen	500B	5	Tri	955
43	Dick Smith	250B	6	Gre	952
44	Luther Green	250B	7	Mai	946
45	Ben Alley	441B	3	BSA	945
46	Vic Repstad	441B	4	BSA	944
47	Bob Ashline	250B	8	Bul	942
48	Stan Smith	441B	5	BSA	940
49	Bill Werner	650B	8	Tri	939
50	Chas. Alexander	250B	9	Zun	938
51	Darryl Deinhard	500B	6	Tri	935
52	Jack Lund	650A	8	Tri	935
53	George Newsom	250B	10	Bul	934
54	Dick Miller	350B	3	Tri	931
55	Ray A. Yinger	441B	6	BSA	930
56	Richard Hale	250B	11	Bul	929
57	Ken Rogers	100B	* 1	Bul	924
58	Earle Freeland	650A	9	Tri	922
59	Don Bohannan	250A	5	Gre	921
60	Terry Jetton	650B	9	Tri	918
61	Roger B. Twedell	100B	* 2	Hod	915
62	Bill Reynolds	100A	* 2	Hon	912
63	Fred Mason	250B	12	Jaw	907
64	Joe H. Theroux	250B	13	Gre	906
65	Lewis Milligan	500B	7	Tri	904
66	Joe Pyle	250B	14	Vil	903
67	Glen A. Haston	250A	6	Cot	903
68	Dick R. Chase	650A	10	Nor	897
69	Paul J. Torba	500B	8	Tri	897
70	Dave A. Berry	100B	* 3	Hod	895
71	Max Bubeck	100A	3	Hod	894
72	Al Crosson	250B	15	Hon	893
73	Gerald P. Debely	250A	7	Gre	891
74	Leroy B. Poulen	650B	10	Tri	890
75	Ron Sloan	500B	9	Mat	888
76	George Bunker	500B	10	Vel	885
77	Bill Keen	500A	4	Mat	882
78	Bill Hinshaw	500B	11	Tri	881
79	Larry Freeman	650B	11	Tri	881
80	Dana Austin	250B	16	Gre	881
81	Neil Holt	500B	12	Tri	877
82	Chas. Crofoot	500B	13	Tri	870
83	Jack Robinson	441B	7	BSA	870
84	Rick Biddel	100B	* 4	Yam	870
85	Don Wimpress	500B	14	Ind	869
86	Dave Meyer	250B	17	Bul	868
87	Frank Chase	650B	12	Nor	865
88	Dick C. Underkofler	350B	4	BSA	862
89	Mike Thompson	650B	13	Tri	858
90	Larry A. Goetschel	500B	15	Tri	857
91	Ed Scott	250B	18	Mai	855
92	E.C. Birt	100B	5	Hod	848
93	Richard Acosta	100B	6	Hod	846
94	Ransome Smith	500B	16	Tri	843
95	Frank Goman	200B	* 3	Bul	822
96	Ed Growell	650A	11	Mat	820
97	John Huneck	500B	17	Tri	813
98	Frank Sherrill	250B	19	Cot	811
99	John Hessick	350B	5	Hon	805
100	Jim Bonetti	250B	20	Hon	794
101	Myles Butner	200B	4	Bul	793
102	Chas. A. McDaniel	200B	5	Tri	791
103	B. J. Jones	100B	7	Hon	781
104	Bruce Stevens	250B	21	Gre	773
105	Bert Flannery	100B	7	Yam	772
106	Bill Holland	650A	12	Tri	746
107	Mike Armstrong	100B	8	Yam	744
108	Bob Day	350B	6	BSA	730
109	Richard Nydam	650B	14	Tri	735
110	David Ambuehl	100B	9	Hod	730
111	David Ow	250B	22	Mon	718
112	Howard Huston	650B	15	BSA	713
113	Bob Forrest	650B	16	Tri	712
114	Barney McCay	441B	8	BSA	703
115	Jack Milne	350B	7	Mat	700
116	Bob Moll	200B	6	Tri	699
117	Ed Taylor	500B	18	Mat	692
118	Richard Forrest	650B	17	Tri	676

*Trophies received
3 Man-Team: Earl Holbrook
Bud Goosen
Les West

More Real Results

SIDEWINDERS SCRAMBLES
Portland, Ore. Mar. 19, 1967

90cc
1st HEAT
George Brackenberry Hon
Bob Wright Yam
Roy Chavers Hon

TROPHY DASH
George Brackenberry Hon
Roy Chavers Hon
Bob Wright

A-MAIN
George Brackenberry Hon
Bob Wright Yam
Rick Norris Suz

175cc
1st HEAT
Jack Mott Hon
Lee Thompson Hon
Jerry Thompson Hon

2nd HEAT
Bob Tucker Hon
George Farnsworth Bul
Len Miller Hon

TROPHY DASH
Lee Thompson Hon

175 A-MAIN
Jerry Thompson Hon
Lee Thompson Hon
Unknown

250cc
1st HEAT
Lance Morgeson Bul
Mike Thompson Bul
Herb Fox Duc

2nd HEAT
Pat McKeown Mon
Lee Thompson Hon
Jim Shepherd Hon

3rd HEAT
Dave Hillis Hon
Earl Prettyman Hon
H.F. Langley Hon

4th HEAT
Jimmy Smith C-Z
Jim McDougal C-Z
Jack Mott Hon

5th HEAT
Jim Coultis Hon
John Miller Bul
Wayne Coultis Hon

TROPHY DASH
Jimmy Smith C-Z

SEMI-MAIN
Mike Thompson Bul
Jack Mott Hon
Earl Prettyman Hon

CONSOLATION
Jerry Thompson Hon
Harley Bristol Hon
Tracy Nehls Hon

B-MAIN
Jim Shepherd Hon
Herb Fox Duc
Wayne Coultis Hon

A-MAIN
Jimmy Smith C-Z
Jack Mott Hon
Dave Hillis Hon

OPEN CLASS
1st HEAT
Jerry Kouvo Hon
Daryl Mulick Tri
Steve Abaravich Tri

2nd HEAT
Jimmy Smith C-Z
Earl Prettyman Hon
Tom Leslie BSA

TROPHY DASH
Jimmy Smith C-Z

B-MAIN
LeRoy Hart Tri
Gary Ness Tri
Pat McKeown Mon

A-MAIN
Jimmy Smith C-Z
Darl Mulick Tri
Tom Leslie BSA

ELSINORE TT
Saturday, Mar. 25, 1967

100 NOVICE
1. R. Burkert Hod
2. J. Phillipson Bri
3. B. Frauenberger Kaw

100 EXPERT
1. R. Burkert Hod
2. P. Wood Yam
3. R. Wiley Hon

200 NOVICE
1. J. Dunham Bul
2. P. McGowan Bul
3. M. Thompson Bul

250 EXPERT
1. E. Olesen Mon
2. D. Russell Mon
3. B. Duryea Bul

250 NOVICE
1. J. Harrison Hon
2. B. Duryea Bul
3. C. Thompson Bul

350-500 EXPERT
(not available)

350 NOVICE
1. B. Effinger Jaw
2. L. Wolf BSA
3. D. Lesnikowski Bul

OPEN EXPERT
1. L. Wilburn Tri
2. DeWayne Jones ACF
3. J. Doron Bul

500 NOVICE
1. N. Summey Mat
2. L. Wolf BSA
3. D. Border Tri

OPEN NOVICE
1. C. Petty Tri
2. J. Foxe Tri
3. M. Martin Tri

POWDER PUFF
1. T. Doron Suz
2. E. Long Yam
3. D. Connaly Hod

ROSS' HARE SCRAMBLES
Ponderosa, Mar. 26, 1967

OPEN CLASS
1. Rich Thorwaldson Bul
2. Jack Ogle Bul
3. Marvin Steele Tri
4. Steve McQueen Tri
5. J. Maroney Gre
6. W. Peterson BSA
7. A. Baker Mai
8. H. Gipe Hus
9. B. Kulek Gre
10. A. Gibbs Hus

TRAIL BIKE CLASS
1. Wes Anderson, Jr. Yam
2. Cleve Thomas Hon
3. Frank Wheeler Kaw
4. Lloyd Taylor Hon
5. J. Lane Hon
6. J. Maroney, Jr. Hod
7. S. Tuso Hod
8. E. Jensen Hod
9. G. Alan Hod
10. R. Robbs Van

NEXT WEEK BACK TO NORMAL

Motorcycle ZODIAC
(Some well-known personalities and their astrological signs)

CAPRICORN
Everett Brashear
Clyde Litch
Carroll Resweber

AQUARIUS
Gary Nixon
Jim Nicholson
Dickie Newell
Dick Dorresteyn

PISCES
Don Roberts
Sam Satterley

ARIES
Gary Bray
C.R. Axtell
Johnny Ray

TAURUS
Stu Morley
Jack O'Brien
Neil Keen

GEMINI
Al Gunter
Bert Brundage
Dick Mann
Sammy Tanner

CANCER
John Carter
Bob Hogan

LEO
Fred Nix
Mike Van Ness
Dick Hammer
Joe Leonard
Bart Markel
Gordon Jennings

VIRGO
Eddie Mulder
Hoppy Hopkins
Paul Conserriere

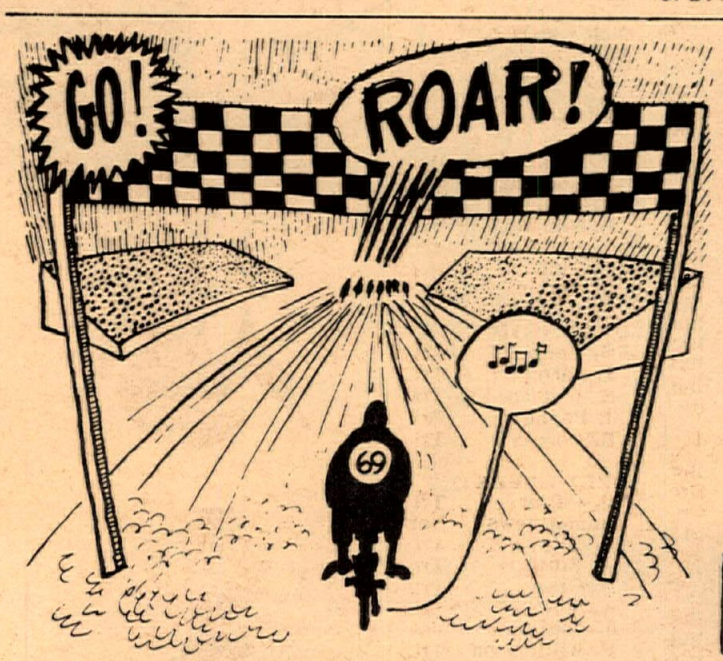
LIBRA
Mert Lawwill
Marty MacDonald

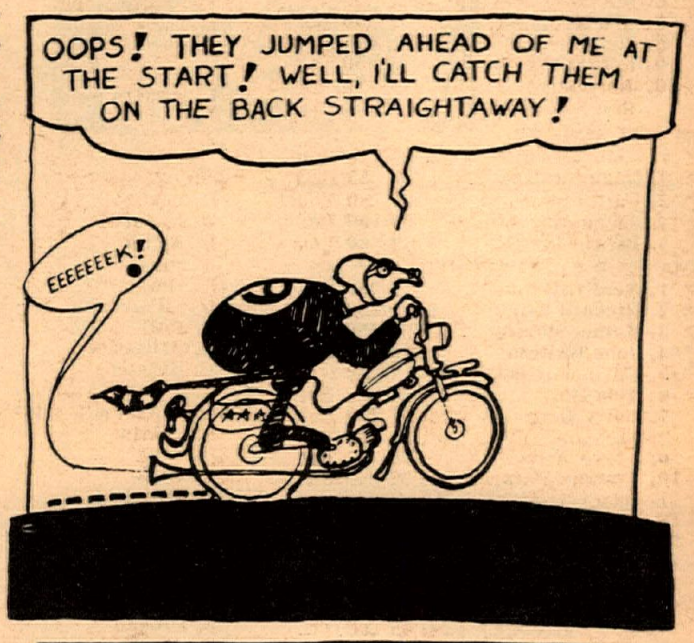
SCORPIO
Bob Anderson
John Tibben

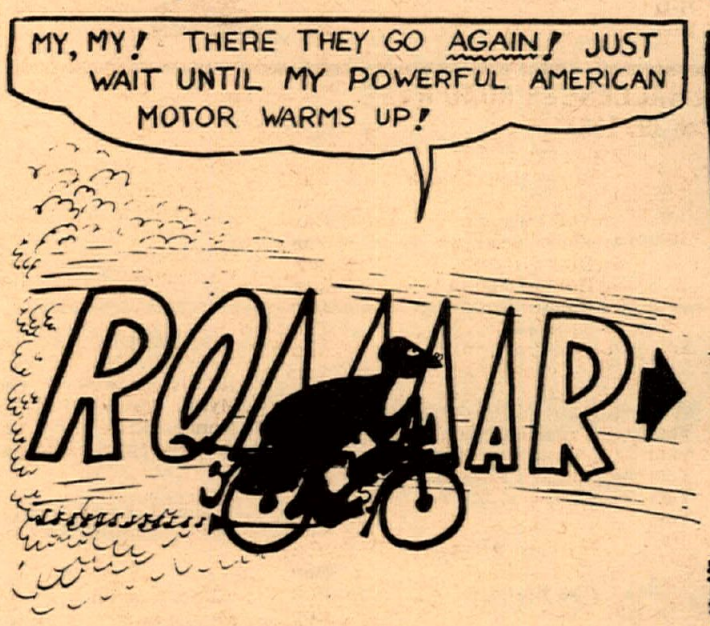
SAGITTARIUS
Chuck Clayton
Don Surplice

So.Cal. ROAD RIDERS

Southern California road riding clubs, no matter what affiliation, are invited to send schedules of planned events for the current year to the Southern California Dealer's Association Calendar. Information should be phoned in to Dick Hutchins, L.A. Harley-Davidson, phone RI 9-6235. Deadline for contribution is April 12.







(Continued on page 22)

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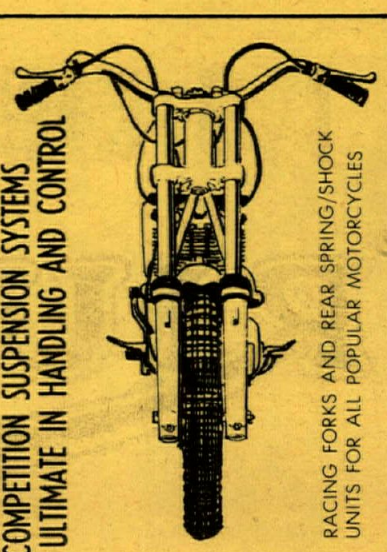

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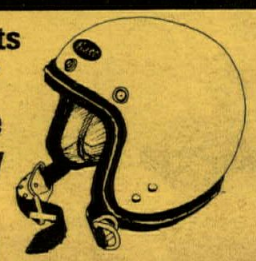

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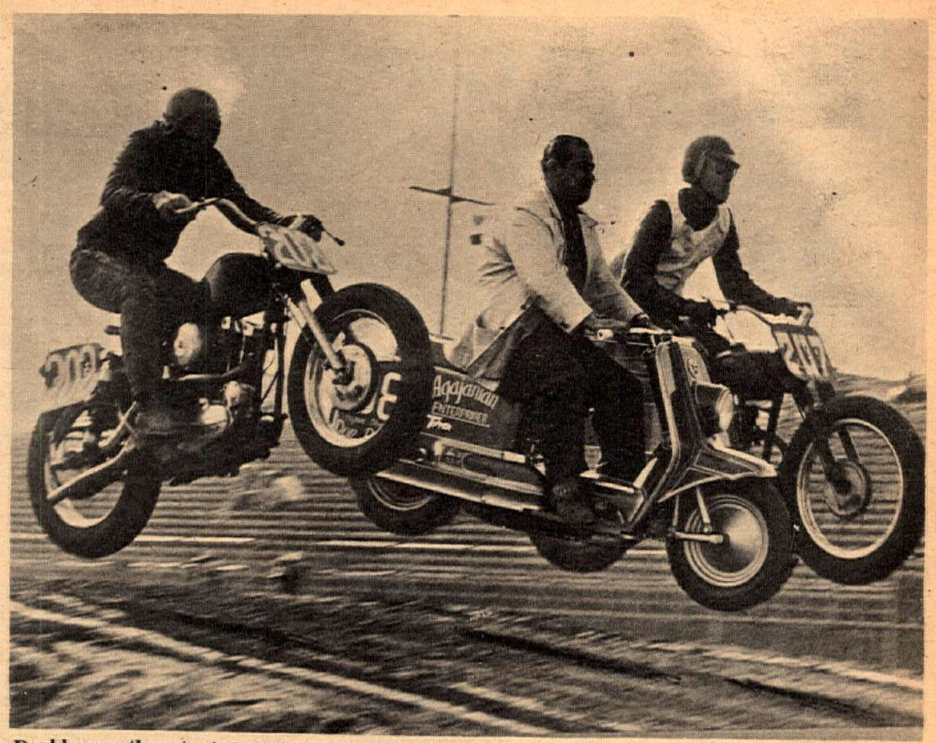
American Mule Assn.

Photos by Doug Richmond & Walt Mahony

NEW ASSOCIATION -- Walter Latta (right) has been appointed organizational committee chairman for the newly formed Arizona Mule Association Tom White (left) is an AMA member. The association has been formed to promote the mule as a good animal to ride for work or pleasure.

★★★ASCOT ★★★ PREVIEW ★★★

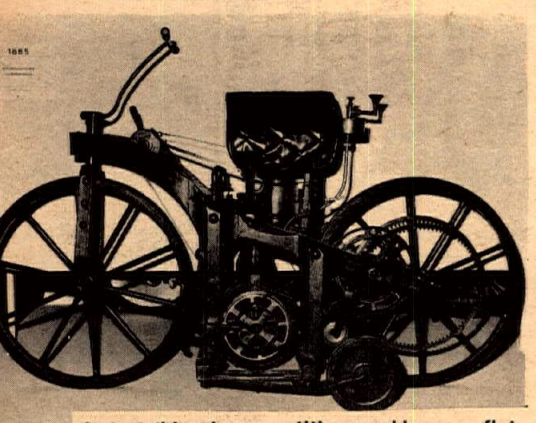


Darkhorse threat at Ascot TT Steeplechase races will be Don Basile and his Topper Scooter. ("I'll do anything for 40-percent," says Don.)

TT Steeplechase season opens at Ascot Saturday night April 1, flattrack begins Friday night April 7. All the star attractions will attend.

EVERYBODY must have a pit pass!

Above: That's not what we mean when we say "let it all hang out."



Latest thing in competition machinery — flat scrambler bars, long-stroke single, short competition seat.

Local referees enforced the rules.

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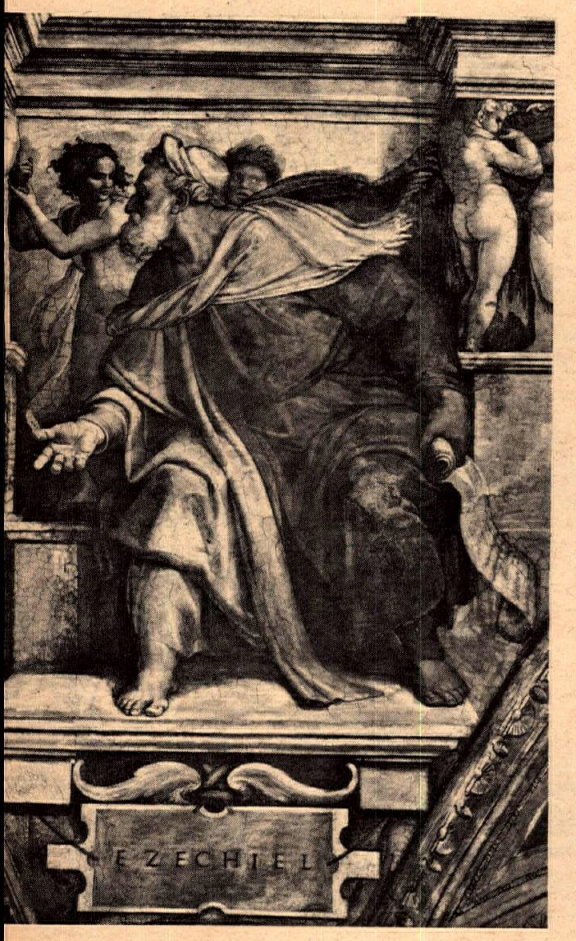
Photo s by Michelangelo

"You've got to hand it to that Evel Knievel — he's a real showman."

Captions by Carol Sims

ELASPED TIME



"If you're not on the list from Columbus you're not riding, and that's final."

"This time Cooley's gone too far."

"Say, did you happen to see who got fifth?"

"Sure is stuffy here in the camper."

"Hmmm....never can find anything in the rulebook when you need it."

THE FINISH LINE

By Roxy Rockwood

The Daytona rest period is now over and time to head for Ascot and the first night TT of the season this coming Saturday night.

It should be a good one as all of the front runners from the 100-lapper last month are on hand. Many were in Daytona, did not make money, and will be looking for a chance to get back in the bucks.

The point fund that was started last year is also in effect again this season and it will pay plenty to the riders who finish in the top three in all classes.

At least ten riders can win the expert final at Ascot this Saturday night—if all ten can fight their way through the heats and semis and actually get into the big money-payer.

More Races Than Ever

Look for the novice riders to have a ding-dong battle this year for first place and top point honors. This class is loaded like never before. It will be the busiest year yet for area riders with a full load of TT, half-mile, road racing and weekly short tracking and lightweight TTing.

Aggie has also obtained the arena for indoor racing at San Diego and will run down there once a month, starting April 29th. Air conditioned, you know.

All the Daytona equipment is back in town and look for much of it to be at the next Carlsbad event on April 23rd. Teams and riders will now start getting ready for Laconia, Des Moines and the national at Carlsbad in September.

The April date at Carlsbad is a sportsmen event but the machines don't know that and run just as fast. Gene Romero, who finished 8th at the Daytona 200, gives credit to the Carlsbad sportsmen events for teaching him how to road race and get used to clip-on bars, etc. There will be many more down there the rest of the season, doing the same.

They held a road race in Northern Calif. at Cotati, last Sunday and it was a blaster from start to finish in the 250cc final between Ron Grant on a Yamaha and Art Bauman on a Kawasaki. Grant beat Bauman by a wheel. We're looking for both of these riders to be at Carlsbad on the 23rd. It will be Bauman's first time down.

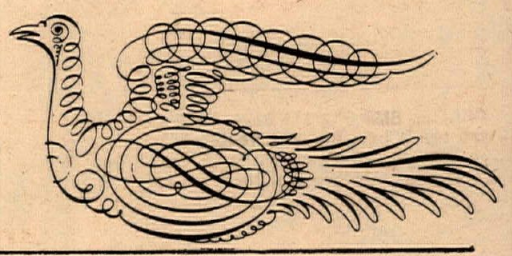
Art has caught the eye of one well known dirt track sponsor from the North and may be at Ascot, trying dirt tracking in the amateur class for the first time.

Had a lot of out-of-state riders asking about Carlsbad back at Daytona. It is the only track running monthly under the AMA banner and many riders in the mid-east and east will be coming out this way to get into some additional road racing in the coming months.

Traveling The Circuit

Riders that are planning on hitting the national circuit should start getting ready for the next one, a late entry, it is the 12-mile national on the well known half-mile at Reading, Pa. It is under the direction of Jack Vanino, a man who knows how to put on races back there and they always have a good show at Reading. This one is on the first Sunday in June. AMA in Ohio has the entry blanks. Jack said to extend a special invitation to all California dirt trackers—they will go out of their way back there to make you feel at home.

Next Friday night is the half-mile opener at Ascot. This is always one of the biggest of the year for rider and fan alike. We have a lot of hungry half milers who will be looking for their first payday since last October. Race time is again set for 8:15 p.m. Pit gates open at 6:00 and close at 7:30 p.m. No exceptions. The same applies this Saturday night for the TT.



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IN DEDICATION

By Richard Hoffman

He rode straight and tall in the saddle
with a hawk-like beak that stuck out in
the chill of the wind, and his eyes! That
were made restless, by looking for bike —
riding culprits like me.

He rode the freeways for many miles
Around, with his beak of a nose stuck
lonely way out in the wind.

He rode like he was the cock of the roost,
and for anyone else to ride a bike was a
great big sin.

I first met him by chance or some lousy
twist of fate, riding somewhere up on the
Strip near a bar called 'a go go.
I caught sight of and got hung up on a
chick.

His eyes were all beady, and slanted
like the word cop! Scribbled by some
kid with chalk on a board all Black
with slate and, I knew by the look on
his face he had come bearing a ticket of hate.

With a sneer hanging cold on a hard slit
of a face, and as he stood there writ-
ing a ticket from his lousy Mickey-Mouse
Book, I wondered why, as he
wrote, why he wrote with such haste.

Perhaps, some of the words that I
uttered were not uttered in taste.
Now, to this cop I say! This is the end
of my story! The end of my tale!
If you don't like it, write me a
ticket, or send me to jail!

—The End

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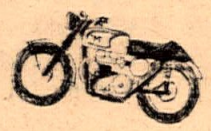

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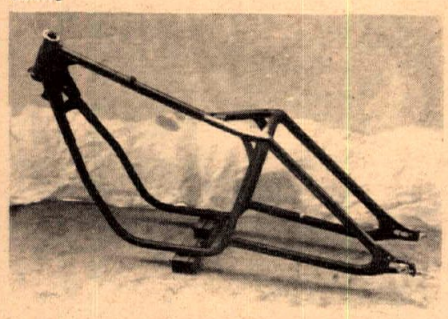

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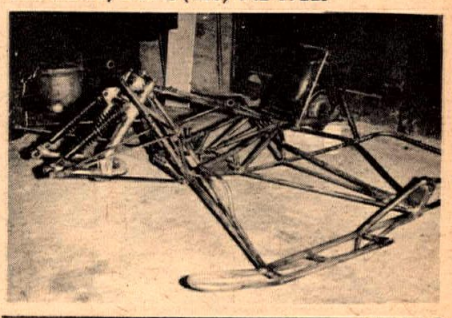

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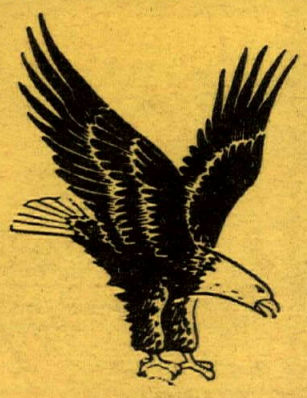

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